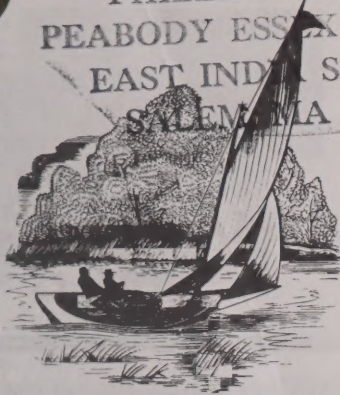


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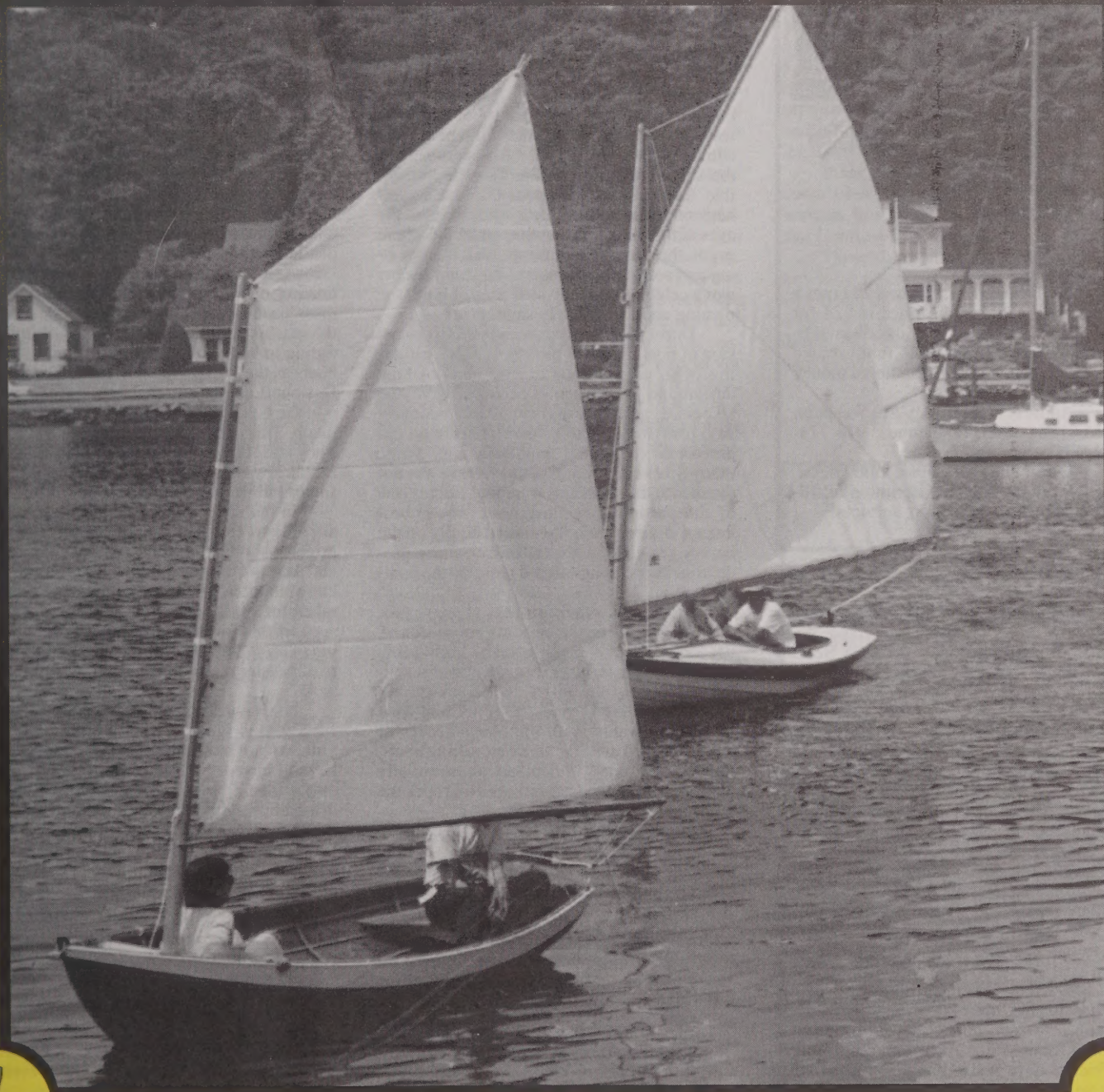


messing about in BOATS

Special Features This Issue
"Boat Talk" - "A Wedding Ride"
"John Gardener Small Craft Workshop"

Volume 17 - Number 6

August 1, 1999



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messing about in BOATS

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In Our Next Issue...

I should have my report on the "Wooden Boat Show" at St. Michaels, Maryland, along with another on a local "Middle School Launching Party", a community supported celebration of 40 skiffs built by 8th grade students.

Robb White returns with further wry commentary in "Boat Ramp Antics"; Mark Steel will tell us about the "Admiral of the Round Pond Fleet"; and William Washburn Nutting's "Track of the *Typhoon*" brings the adventurers home at last in "Land Ho".

Mark King starts a series of three articles on Canadian historic restoration efforts with "Canada"; Greg Grundtisch chronicles his own personal restoration efforts in "A Friendship Returns"; and John Shelly describes what he has to offer at his "Maine Watercraft Museum".

Bill Kristofferson presents two of his designs in "A Tale of Two Cats"; Richard Carsen's "Dreamboats" series features a "Trans-Ocean Motor Yacht", and Phil Bolger & Friends have yet to announce to us what they will have for us.

Commentary...

Bob Hicks, Editor



A week apart in early June I attended the John Gardner Small Craft Workshop at Mystic Seaport in Connecticut, and a symposium, "Boat Talk" on small boat design organized at the University of New Hampshire by Dick Newick. At both, beautiful boats were topical. Reports on both events are featured in this issue.

At Mystic, the usual gathering of traditional small boats offered as much beauty in small boat design as one could hope to see in one place, the traditional nature of the affair results in the presence of boats most of us have come to view as beautiful, the gracefulness of the small craft from earlier times is irresistible. A few more contemporary craft were perhaps not quite so beautiful, other than in the eyes of their builders, but the sum of the whole event, the panorama of these small boats sailing and rowing on the sparkling sunlit waters was a celebration of the pleasures of building, owning and using lovely small boats.

During the day long freewheeling discussion of boat design at the "Boat Talk" gathering, with nine serious practitioners of boat design and production engaging in give and take with each other and the 60 true believers who paid \$60 each to be there, I heard an undercurrent of dismay about how ugly many, many boats are today. No, this feeling was not directed at those designs from Phil Bolger, one of the participating designers, whose best known designs are not regarded highly on the beauty scale by many, but rather at the production boats being offered today to the boating public.

Like many other artifacts of mass production today, consumer boats are designed, not for beauty or even for good hydrodynamic performance, but rather they are aimed at selling to modern consumers and their expectations. The "market" rules, it seems, and what the market wants is all the conveniences of home onboard even the smaller cruising boats. Really small boats in demand are essentially platforms for outboard motors to propel the owners around on the water.

In racing, performance is all, in cruising it's comfort and convenience. By the time the designers get through trying to meet these "market" driven demands, the boats come out

looking like appliances, in fact that is what they have become. Just like our cars today. Powerboats far outnumber sailing boats simply because the consumer public is accustomed to "driving" and sailing continues to present major obstacles due to its arcane nature and requirement that someone learn a skill before going out on the water.

Rowing is not even visible in consumer boating, the recreational rowing shell mini-boom long ago levelled off as a fitness activity. Only paddling, mostly in the current sea kayaking boom, is grabbing public attention, and even within the limited format of a sea kayak design, the lovely traditional fiberglass designs are being supplanted, at least at entry level for the majority of new paddlers, by clunky looking rotomolded high volume production boats.

As I am not interested in the consumer boating of today, it matters little to me that mass produced boats are often ugly. But to those who design and build boats, it is frustrating to be unable to design or build "real" boats as they perceive them to be. These professionals are usually real boat people drawn into the business because they loved boats so much. This is why the ugliness bothers them. They suffer from the degradation of design to meet a low common denominator that the consumer public will embrace.

In my small corner of today's boating I am able to enjoy producing a magazine as I prefer to, and am unconcerned that the "market" doesn't care about what I offer, or even know about it. The fact that there are enough others of like mind who do care enough to support this is reward enough. Giving up trying to bring the "truth" to the masses makes it much easier to go on enjoying one's life and work.

Not having to cater to the "market" means I am able to ignore the ugly boats. Many of you who are building small boats for a living have to have the same outlook, you'll never ever attract a large list of prospects. But I do sympathize with the frustration of those who design boats, who must design what the "market" demands to pursue a viable career, to want so much to design beautiful boats and be unable to do so.

On the Cover...

Traditional rigs on display at the John Gardner Small Craft Workshop at Mystic Seaport in early June. Many, many more beautiful small boats were on hand, full photo coverage is featured in this issue.



Small Boat SAFETY



Tom Shaw

Recreational Boating 1999

"I am here to help you save your life!" Those words could be said by every Coast Guard Auxiliary Vessel Examiner, every member of a crew on safety patrol, every instructor in a Boating Skills and Seamanship class.

We don't say that, of course. Instead we say, "Would you like a free vessel safety check of your boat?", "Skipper, do you need help?" "Tonight we talk about using aids to navigation."

Clearly, some people are listening because the accident rate per hours of recreational boating has declined steadily over the past decade, despite the incredible increase in the number of boats on the water. Sadly, there are those who did not get the message. In 1998 in North Carolina alone there were 251 boating accidents with 37 deaths and 129 reportable injuries. In 90% of the deaths by drowning, the victim was not wearing a life jacket. In 85% of all accidents, alcohol was a factor.

There is good news and bad news,

The good news is that more and more children on boats are wearing personal flotation devices. The bad news is that in many cases these jackets are improperly fitted and would not help if a child went overboard.

The good news is that more and more new boaters are taking a boating course from the Auxiliary or the U.S. Power Squadron. The bad news is that 85% of all accidents are attributed to operator error.

The good news is that more and more North Carolina counties and townships are putting police patrol vessels on the water augmenting the Coast Guard and Auxiliary patrols. The bad news is that these efforts cannot begin to keep up with the number of boats in use today.

The Statistics Are Frightening

Back in 1997 I came across a set of boating statistics that were nothing short of frightening. Here are some of them:

More than seventy six million boaters will use America's waterways in 1997.

Only 5% to 10% of all boating accidents are ever reported.

90% of boat operators involved in accidents had never received any formal boating education or safety instruction.

To those national statistics I add an informal one of my own. Of the 725 Courtesy Marine Examinations of recreational vessels that I performed in 1996 approximately one vessel out of three met all the safety requirements. Discrepancies included soggy and useless flares, torn and unsafe life jackets, inoperative bilge blowers, useless fire extinguishers and malfunctioning or incorrectly mounted navigation lights.

Not at all incidentally, federal law requires that boating accidents be reported when there is a death, personal injury beyond first aid or property damage over \$500. With current marina charges, it does not take much of a bump to cost more than that to repair.

When I first joined the Coast Guard Auxiliary the initial requirement was to take and pass the Boating Skills and Seamanship course. I considered myself an experienced boater and I was in for two surprises. First, I was surprised to discover how much boating knowledge I had forgotten over the years. Second, I was surprised to discover how much I had never known. Even if you have been boating for years, I strongly recommend this course to you, or a similar one offered by the United States Power Squadron. Not at all incidentally, most insurance companies will offer a premium discount when you show your certificate of course completion.

Next, let me urge you to let a trained Auxiliarist go over your boat with you in a free Courtesy Marine Examination. You may be surprised that it is not quite as well equipped as you had thought. And, if your boat does meet all safety standards a CME decal will be placed on your port windshield or console. While this is not a guarantee that you will never be boarded by the Coast Guard or your state boating authority, chances are that boarding officers will see the decal and offer a friendly wave.

A Rather Different Examination

In the course of a year, I check approximately 700 boats. While I have not kept records, I would guess that 70% are 20' or under, 20% are from 20' to 26' and the remaining 10% in the 30' range. But there are exceptions:

I was at a marina one morning when a gentleman approached me. "I just called your house," he said, "and your son told me I might find you here. Can you check my boat. It's at the next marina and I'll drive you over."

The boat was an absolutely magnificent 57' motor yacht! She was built in the early '60s, had been let go and then sold at auction. The current owner has spent over three years restoring her (and I can't even guess how many dollars). Every bit of bright work (and she had a lot of it) was gleaming. She had duplicate electronic systems, two depth finders, two radios, two GPS (one giving just lat and long, the other showing the vessel's position on the chart and (of course) radar.

Last summer, the boat was boarded by the Active Duty Coast Guard and the report showed no violations but the owner felt that things were still not quite as they ought be. He wanted, for example, my advice on the best location for his eight new fire extinguishers. He felt, and I agreed with him, that while his visual distress signals met minimum standards, they were not the best he could have on board. He was lacking a copy of the Navigation Rules, required on a boat of that size, and immediately went ashore to get one.

I spent a fascinating 90 minutes on the yacht, so fascinating that I forgot to ask how he got my telephone number. At the end of my tour I was happy to place a Shield of Safety on his port deckhouse window before returning to my average size boats.

In the Coast Guard Auxiliary you never know what new experience is just over the horizon. It will be a long time before I forget that Courtesy Examination.

Those of us who have joined the Auxiliary have a wonderful opportunity to make a significant difference. We offer our time. We are given as much training as we can possibly desire. We could quite truthfully, say, "I am here to help you save your life."

1st Annual Great Lakes Small Craft Symposium

Held by Tri-City Amateur Boat Builders
Haithco Recreation Lake
Saginaw, Michigan

Sponsored by

Gougeon Bros. / West System
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9am - 4pm

Wooden Boats, Classic or Handbuilt
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Boat Building & Epoxy Seminars
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ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145. (215) 755-2400. <wpbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
Schooner Sultana Shipyard Shipbuilding School, Box 524, Chestertown, MD 21620. (410) 778-6461.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

Activities & Events Organizers '99...

A new year is now here and we'll soon begin to dream about our opportunities for messing about in boats (in winterland areas anyway) when the on-the-water season gets underway in a few short months.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950. (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. *Meerwald*), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-5333.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 3551 NW Federal Hwy., Jensen Beach, FL 34957.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.
New England Beetle Cat Boat Assoc., c/o Wills Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>
Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202. (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.
Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667. (803) 643-3800.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.
Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.
Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748. (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: http://www.tscanet/puget/
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950, www: http://www.tscanet/
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (781) 272-9658.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.
Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

You write to us about...

Events & Activities...

Antique & Classic Boats Gather

The Adirondack Chapter of the Antique & Classic Boat Society hosts two midsummer events for those who love such craft. The 8th Annual Fulton Chain Rendezvous is on July 17th at the Old Forge Village Docks in Old Forge, New York. Interested readers may contact Paul Horruck, P.O. Box 290, Old Forge, NY 13420, (315) 369-3552.

The 26th Annual Antique & Classic Boat Rendezvous is on August 28th at the Lake George Village Docks in Lake George, New York. Interested readers may contact Maria Johnson, 9 Scott Dr., Ballston Spa, NY 12020, (518) 884 2878.

Adirondack Chapter ACBS, Lake George, NY

1999 Great Lakes Small Craft Symposium

The 1999 Great Lakes Small Craft Symposium will be held on August 28th at Hathco Recreation Lake in Saginaw, Michigan. This event promotes hand built wooden skiffs, canoes, sailboats, kayaks, launches and model boats. For more information call (517) 835-7254 or email at <GLSmBoat@aol.com> or visit the web at <www.gougeon.com/GLSCS/>

Wooden Sailboat Regatta

The Great Lakes Wooden Sailboat Society invites you to attend the 17th Annual Regatta/Rendezvous, at Battery Park Marina in Sandusky, Ohio. All owners of wooden sailing craft and visitors are welcome. For more information, please contact the undersigned.

Ruthie Goetz, 31538 Center Ridge Rd., Westlake, OH 44145, (440) 871- 8194

17th Annual Boston Antique & Classic Boat Festival

The 17th Annual Boston Antique & Classic Boat Festival takes place on September 4-5 at the Boston Waterboat Marina, Long Wharf, Boston, Massachusetts. As many as 50 classic sailboats, powerboats and hand-powered craft will be on display to the public. The classic fleet ranges from 1890s steam launches to 1920s-'30s era mahogany runabouts and cabin cruisers to the comely sail flotilla, sloops and sharpies, yawls and schooners. Meet skippers and crews and vote for your favorite boat!

Festival sponsor, Lowell's Boat Shop of the Newburyport Maritime Society, is a non-profit working boat shop and museum located in Amesbury Massachusetts. It has been building wooden boats since 1793!

For boat entry information, call (617) 666-8530 or (617) 489-1137. Boats don't need to be in show condition. The spirit of the Festival is to gather the grand old craft and those who love them.

Second Annual Persson Rendezvous

On August 28th-29th a rendezvous of boats built by the late Seth Persson and his crew will be held at the Connecticut River Museum in Essex, Connecticut. This second year for this event will be an opportunity for present and past boat owners, the crew who worked on the building of these boats, and the Persson family to gather and exchange stories about the boats and their living histories.

To this end, the present owners of these boats are invited to attend this event, if possible with their boats, or with news and photos if that is more feasible. The yard crew are especially encouraged to attend, since there is great interest in hearing the inside stories of building these fine craft. Naturally, the general public is welcome to view the boats at the discretion of their owners.

This year's event will be incorporated into the Connecticut River Museum's first rendezvous of boats built on the Connecticut River. The Museum is very interested in hearing from builders and owners of any boats built on the river. They may be contacted at: (860) 767-8269.

For further information regarding the Persson Rendezvous, please contact the undersigned.

Jon Persson, 18 Riverside Av., Old Saybrook, CT 06475, (860) 388-2343

Gloucester Adventure Activities

While she is at dockside this summer on the Gloucester, Massachusetts waterfront at Harbor loop undergoing ongoing restoration, the Gloucester knockabout schooner *Adventure* is open to the public for informal tours, dockside charters, family education programs, Sunday breakfasts, and ongoing volunteer workdays. Interested readers are invited to inquire for further details.

Gloucester *Adventure*, P.O. Box 1306, Gloucester, MA 01931, (978) 281-8079.

More Boatbuilding Courses

The Philadelphia Wooden Boat Factory is offering a fall series of three boatbuilding courses beginning in September. Beginner Boatbuilding, Cedar Strip Canoe Building and Building the Six Hour Canoe are scheduled. Contact us for further details if you are interested.

Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400.

Experiences...

Costa Rican Surf Launching

During a visit to Tamarinda, Costa Rica, on that country's northwest Pacific coast, I watched local fishermen launching their boats through the beach surf. Most of the boats seemed to have been built by eye, the dory skiff in these photos was one of the best looking ones we saw.

The skipper is on board keeping the motor going while the crewman stands in the surf steadying the boat bow to the sea. While awaiting an opening, the skiff rears up over a wave, that crewman is one brave guy standing so close to that spinning prop. After the skiff has breasted the wave, the crewman crawls over the stern, still next to that spinning prop, and then heads for the bow past the skipper to trim the boat as they get underway.

Barry Donahue, Brewster, MA



Our Captain

Our Captain and his tiny crew
Would journey out to sea
In a vessel small he'd take us all
In two shifts . . . maybe three.

Preservers strapped around our chests
We'd crowd the forward seats
Excitement joy and laughter ruled
Our fears would soon retreat.

He'd pull the cord, the outboard roared
And when the prop engaged
That tiny skiff would lunge ahead
A marvel of its age.

A smiling Captain's wife on shore
Would wave to all the crew
And then she'd yell out, "Twins
Down and Billy behave too."

The Captain's gaze would fall on us
No words were spoken though
We knew that if we carried on
This voyage we would forego.

The waves would swell so high
It seemed our little boat would stall
But the Captain knew the seas so well
No harm could us befall.

Sometimes we'd fish sometimes just cruise
As he would hone his skills
And we would learn the lessons
That a father's love instills.

Our little skiff has long been gone
And oceans left behind
But the memories of childhood joy
Are fresh upon our minds.

The Captain takes to sea no more
But his crew still gathers 'round
Like sailors waiting at a port
For years still weather-bound.

Our Captain has no need to sail
He knows he's done his part
For the Captain we called Daddy is
The Admiral of our hearts.

Crew Members:

Jim Duffy, Jr. -- 1st Mate
Carol Florian -- 2nd Mate
Steve Duffy -- Navigator
Bill Duffy -- Pilot
Jackie Gasboro -- lookout
Kathy Williamson -- Ships Log
Dick Duffy -- Anchor Master
Brian Duffy -- Mess Officer

Oyster Boats at Norwalk

I had occasion to photograph these oyster boats at Norwalk, Connecticut, and thought readers might enjoy seeing the beauty of these traditional workboats.

Larry Nusslein, Bar Harbor, ME



Projects...

Crab Claw Catamaran

Here's a photo of my experimental catamaran fitted out with a crab claw rig inspired by reading about this setup in past issues. In keeping with my personal enthusiasm for it, I have included a mizzen in this rig. After I've had time to sail it enough to offer opinions on how it works, I'll let you know.

Fred Shell, Shell Boats, RD 2 Box 289C,
St. Albans, VT 05478.



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"The Old Ed Stories"

By Eric P. Russell



Rowing Racing "In the Good Old Days"

From: The Aeneid of Virgil, as translated by Robert Fitzgerald, excerpted from Chapter 5, Games and a Conflagration

In due course came the awaited day: the shining Sun's team brought a ninth and cloudless Dawn. Acestes, influence roused the neighboring folk, And now in happy groups they thronged the shore To see Aeneas' men, or to compete. But first the prizes were set out on view Midfield--blest tripods, fresh green crowns, Rewards for winner; armor, too, and robes Infused with crimson dye; gold bars and silver. Next from a central eminence a trumpet Sang out for the opening of the games. The well matched entrants in the first event Were heavy-oared ships, four from the whole fleet: Mnestheus' eager oarsmen drove the *Seabeast*--Mnestheus of Italy he soon would be, From whose name came the clan of Memmius. Then Gyas captained the *Chimaera*, huge In length and weight, big as a town afloat, Which Dardan oarsmen in three tiers drove onward, Surging together at three banks of oars. Then he for whom the Sergian house was named, Sergestus, rode the great *Centaur*. Cloanthus, From whom your family came, Roman Cluentius, Rode in the sea-blue *Scylla*.

Out at sea, Well off the foaming beach, there is a rock Submerged and beaten by high seas at times When Northwest winds in Winter hide the stars, But in calm weather it stands quietly Above the unmoving water, a level perch And happy sunning place for gulls. Aeneas Made a green goal here with an ilex bough, Wishing well-marked for sailors in his charge The point where they should turn and double back On the long course. Now they drew lots for places, Captains erect upon the sterns, their gold And splendid crimson gleaming far around The crews, for their part, garlanded with poplar, Bare to the waist, glistened with rubbing oil Well settled to their planks, reaching ahead To oar hefts, listening hard for the starting call. Throbbing excitement seemed to void their hearts All beating high in appetite for glory. Then as the brilliant trumpet gave its note They all surged forward from the starting line, No lagging: heaven echoed shouts, and channels Under the crewmen's pulling turned to foam. Abreast they cleft their furrows, all the sea Torn up by oarstrokes and the biting prows. The racing cars in a two-horse chariot race Are not so headlong to consume the field

Once they have left the barriers--not though The charioteers shake out the rippling reins

To give head to the teams, and hang above them, Bent to the whip. Then with applause and cheers And partisan shouts the wooded landscape rang, The shores, embayed, rolled the sound back and forth, And the reverberant hills gave back the din. Amid the turbulence, the leader now, Racing ahead at the very start, was Gyas. Close on him came Cloanthus, better served By oarsmen, but his ship's weight slowed him up. Behind them at an equal interval The *Seabeast* and the *Centaur* vied for third, And now the *Seabeast* had it, now the mighty *Centaur* took the lead, now both together, Prows on a line, with their long keels ploughed up The salt sea water. As they all came near The offshore rock, the halfway mark, the leader, Gyas, hailed Menoetes at the tiller:

"Why keep so far to starboard, man? This way! Hug shore, making the turn. What if the oarblades Graze the rock to port? Let others shear off Wide to seaward." Heedless, in his fear Of a hidden ledge, Menoetes swung the prow Toward the open sea. Gyas again cried out: "Now shy bear off? Stick to the rocks, Menoetes!" And at that instant looking back he saw Cloanthus just behind the inner track. Between the ship of Gyas and the rocks He shaved his way to port, then suddenly Shot past him at the turn and got away Into safe water, leaving the mark behind. Young Gyas flared up now, ablaze To the bottom of his soul with indignation And tears wetted his cheeks. Without a thought For dignity or the safety of his crew He tossed cautious Menoetes overboard Into the sea. Then he himself as steersman Took the tiller, and as captain cheered His oarsmen as he swung the rudder over, Heading for shore. When heavy old Menoetes Slowly at last emerged from the sea bottom Drenched and streaming, up he climbed and sat Atop the dry ledge. Trojans had laughed to see His plunge, his swimming, and now laughed again As he coughed up sea water from his chest.

To the two behind, to Mnestheus and Sergestus, The happy thought had come of passing Gyas, Now he had lost speed--and Sergestus led, Nearing the rock though not by a full boat-length, For *Seabeast* by her prow came up alongside. Mnestheus on his catwalk fore and aft Between the oarsmen urged them on: "Now pull, Pull for it! Great Hector's companions in arms, Chosen in Troy's last hour for my crew, Now bring to bear the strength and nerve you showed In Gaetulan Syrtes, in the Ionian sea, In the assaulting waves of Malea! Not for the first place, not for the victory now Am I Mnestheus, contending; though I wish-- But let the winners be your choices, Neptune!-- Only, to come in last, that's shameful. Fellows, Win just this, keep us from that disgrace!"

They stretched ahead for strokes and pulled their hearts out, Making the beaked hull shake at every stroke, And sheets of sea were yanked, it seemed, from under them. Panting racked them, dry-mouthed, and the sweat Ran down in streams. But actually, chance Brought the wished-for glory. As Sergestus In his wild zeal entered the danger zone And turned his prow in toward the rock, his luck

Failed and he struck on an outlying reef:
 A grinding blow, oars shivered, hitting rock,
 And the hull hung tipped up where it went aground.
 With a loud shout the sailors heaved together,
 Backing water, then brought boathooks out
 And pikes, retrieving cracked oars from the sea.
 Mnestheus meanwhile, more ardent for his luck,
 With his fast oars in line, the wind behind him,
 Took the shoreward leg through open water.
 As a wild dove when startled into flight
 Beats her affrighted way over the fields--
 A dove whose cote and tender nestlings lie
 In a rock cranny--with fast clapping wings,
 But soon in quiet air goes floating on
 With wings extended motionless: just so
 Mnestheus, just so the *Seabeast* cleft the sea,
 Running for the home stretch, and just so
 She glided, borne by her own impetus.

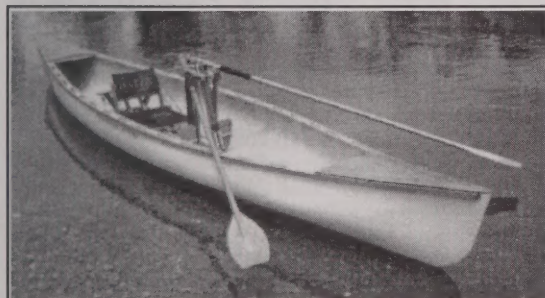
Sergestus was the first she left behind,
 Pitted against the ledge in shallow water
 With pointless cries for help--learning the trick
 Of boat-racing with broken oars; ahead
 Then *Seabeast* closed with Gyas' huge *Chimaera*
 That soon, for lack of helmsman, fell away.
 Now in the home stretch only one was left,
 Cloanthus. In his track, with might and main,
 Mnestheus pressed on. And now the shouts from shore
 Grew twice as loud, as all the watching crowd
 Cheered for Mnestheus, filling the air with din.
 One crew fought off the shame of losing honor
 Theirs already, glory won; they'd give
 Their lives for fame; but luck empowered the others,
 Who felt that they could do it, and so could.
 The prows now even, they were close indeed
 To winning, had Cloanthus not stretched out
 His hands to seaward and in bursts of prayer
 Called on the gods to hear his vows:

"O gods
 Whose power is on the deep sea and whose waves
 I'm racing over, I shall place with joy
 A snow-white bull before your altars, here
 Upon this shore, in payment of my vow,
 And fling the parts into the sea and pour
 A stream of wine!"

Under the depth of water
 All the Nereids, Phorcus' company,
 And virgin Panopea heard his prayer,
 And Father Portunu, the harbor god,
 With his great hand impelled the *Scylla* onward.
 Swifter than a gust out of the east
 Or arrow on the wing she ran for land

And took her place in the deep harbor. Then
 When all were called together, Anchises, son
 Proclaimed by the loud crier Cloanthus winner
 And veiled his temples with green bay. Moreover,
 To each contending ship he gave a choice
 Of bullocks, three to each, with wine and one
 Great bar of silver to be borne away.
 Additional rewards went to the captains:
 A cloak, woven with gold thread, for the winner,
 Bordered with a meander's double line
 Of Meliboean crimson; pictured there
 The royal boy amid the boughs of Ida
 Running with javelin, tiring out swift deer,
 So lifelike in the chase he seemed to pant.
 Then Jove's big bird, his weapon-carrier
 Whisked him aloft from Ida in his talons,
 While aged guardians held out their hands
 To heaven in vain and wild hounds barked at air.
 To him whose valor won him second place
 A triple shirt of mail close-wrought with links
 Of polished gold, a trophy of Aeneas'
 Victory over Demoleos, near the river
 Simois under Troy's high wall. This shirt
 Aeneas gave to Mnestheus, as an honor,
 And as protection in the wars to come.
 Phegeus and Sagaris, his body servants,
 Could barely carry all its folds
 On shoulders braced for it, though in other days
 Demoleos in this shirt and on the run
 Had harried straggling Trojans.

The third prize
 Aeneas gave was a pair of brazen caldrons
 And silver cups embossed in high relief.
 All now rewarded, proud of their rich things,
 Beribboned, garlanded, they were going off,
 When back from the rude rock, barely dislodged
 By every skill, limping with missing oars
 On one oar-bank, Comedian Sergestus
 Brought his long craft ingloriously in.
 Often you'll see a snake on a high road
 A felloed wheel has run obliquely over
 Or a pedestian with a heavy stone
 Has torn and left half dead: to get away
 It sets in motion its long coils, in part
 Still dangerous with blazing eyes and rearing
 Hissing head, in part immobilized
 By the crippling wound, writhing upon itself.
 So sluggish under oars the ship moved on;
 But then she hoisted sail and entered harbor
 Under full sail. Glad for the rescued ship
 And crew, Aeneas gave the promised gift:
 A slave woman who knew Minerva's craft,
 The Cretan Pholoe, with nursing twins.



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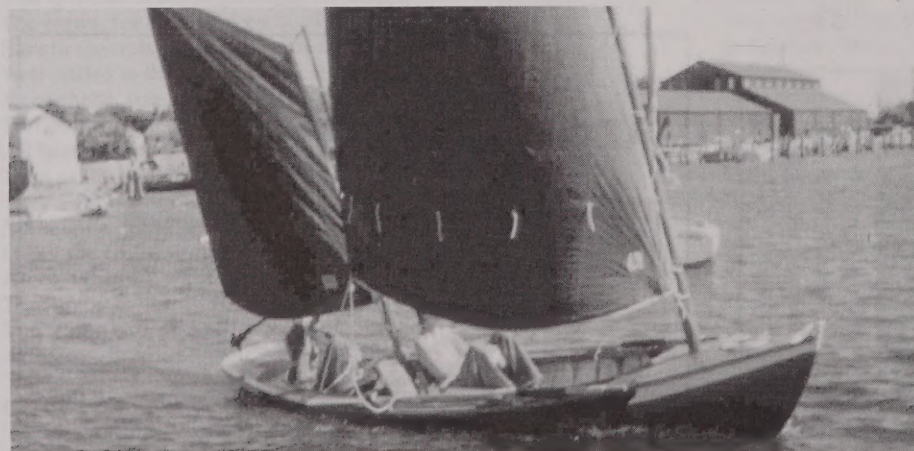
Four lovely sailboats abreast pass a moored "modern" sailboat, from left a sharpie, an enlarged Melon Seed, a Caledonia yawl and a whaleboat. Kinda illustrates remarks elsewhere in this issue about the relative beauty of traditional boats and today's consumer boats.

John Gardner Small Craft Workshop '99



Tim Weaver rows away from the docks in his sharpie *Patina*, once long ago in our early years the subject of a charming series of articles Tim wrote about the pleasures of building and sailing this simple workboat design.

Kevin Rathbone has been sailing this boat here with relaxed ease for many, many years.



It's the boats. It's always the boats, and at this 29th anniversary gathering of traditional small craft at Mystic Seaport in Connecticut, its founder and namesake would have been pleased to see the 100 or so boats brought to the gathering by owners and builders, and shared in the enthusiasm for them amongst those in attendance.

As always, a program of workshops had been scheduled on Saturday afternoon and an evening lecture provided. Those who made reservations could even bunk overnight on the square rigged *Joseph Conrad*. Sunday morning brought the 7am breakfast cruise down the Mystic River to Mason's Island, and midday the Traditional Small Craft Association held its annual meeting. But relegating all these arrangements to supporting roles was the assemblage of small craft, sail, oar and paddle powered, some from the Seaport, most brought by owners, many of whom had built their own. Looking these over and trying them out on the river was the main action.

Honored this year was the late Bob Baker, designer of many beautiful traditional boats until his death prematurely from a brain tumor. Baker's widow and son and family friends attended to pay homage to his memory and works, and one workshop offered a comparison of two of his Menemsha 24's.

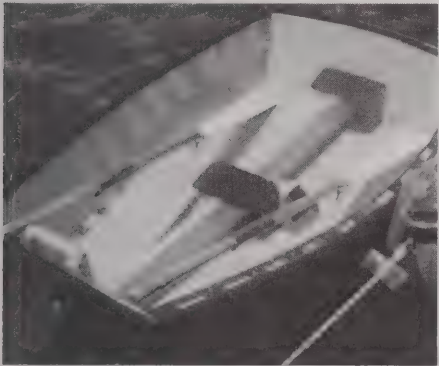
The ongoing kayak infatuation was acknowledged in workshops on Inuit paddle making and on the Seaport's Greenland kayak project developing a prototype for a boatbuilding course coming up. Phil Bolger's presence (not in person) inside this bastion of conservatism was manifested in a workshop showing progress on a 7' glued lap Cartopper under construction.

Boat rides (!) could be enjoyed in a Seaport whaleboat from the *Charles W. Morgan*, in the gig *General Lafayette* and in the cutters *Peggoty* and *Niagara*.

Again I now take refuge in photos in my attempt to bring you some awareness of the ambiance of this event, as I said, it's the boats!



Docked next to a fabric covered but wicker-work framed coracle was the *John Gardner*, a 25'x 4'6" rowing gig built for the New York Floating the Apple effort under the direction of boatbuilder Mike McEvoy.



Scout is a tiny pram fitted out with a rowing seat that adjusts fore and aft along a backbone rail.

David McCulloch of Old Lyme, Connecticut, brought his "enlarged" 19'x 5'6" Melon Seed.



A whaleboat from the *Charles W. Morgan* enjoying benign conditions far from the rigors of the southern ocean for which it was originally designed.



Ed Slattery's 19'6"x 6'4" Caldeonia yawl *Mezza Luna* (Half Moon) "claws off" a lee shore (dock) into the afternoon sea breeze under oars while Ed deals with getting the main up.

He's actually reading *Messing About in Boats*!



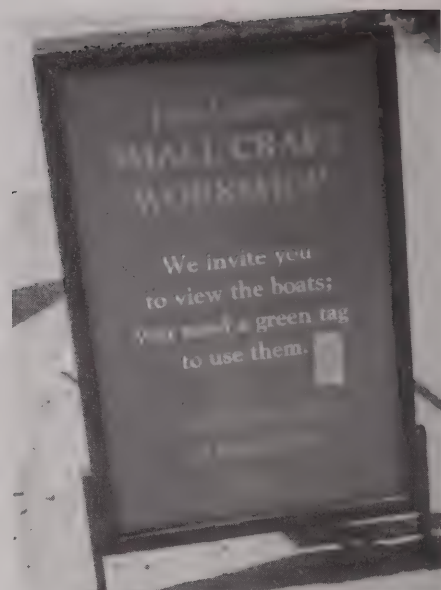
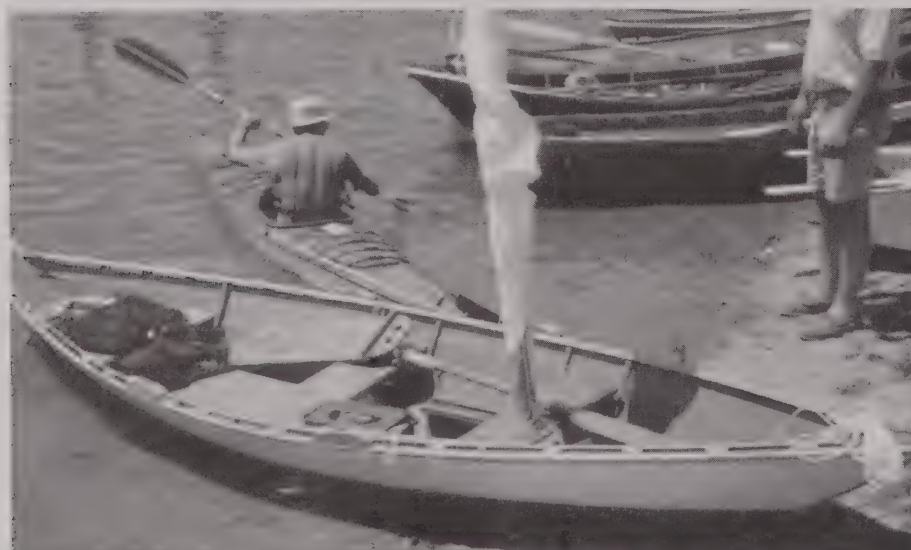


Dad takes the kids out for a row in a dory skiff...

...and finds himself between a Caledonia yawl and a small sailing skiff.



Abigail is a 15' x 4' lapstitch dory designed and built by Andy Wolfe of Upper Deck Boatshop of Glasgow, Virginia. The rig is a 60sf sprit. Kits are offered by Andy and a class on building it is planned.

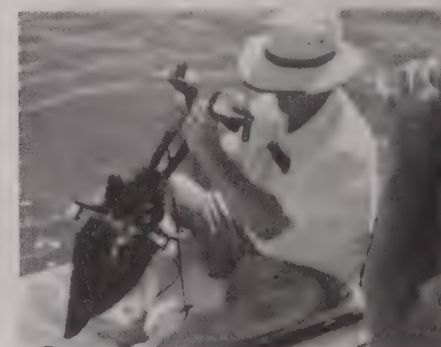


Seaport visitors were invited to get a more up close look this year, with the "green tag" of those who had registered to take part controlling actual access to the boats for tryouts.



Hudson Baxter of Hyannis, Massachusetts built this 8' 6" scaled down Culler skiff, everything was to scale including the oars.

It is not traditional in construction, an all plastic and metal mechanism, but the drive "fins" of the Hobie sit-on-top boat work on the ancient sculling principle.





This nice strip built Adirondack Guideboat is fitted out with a pretty good sized rear view mirror.



Donoghue is an 1870's "pleasure boat", 17'11"x 3'9", the design preserved by the late Bob Baker.



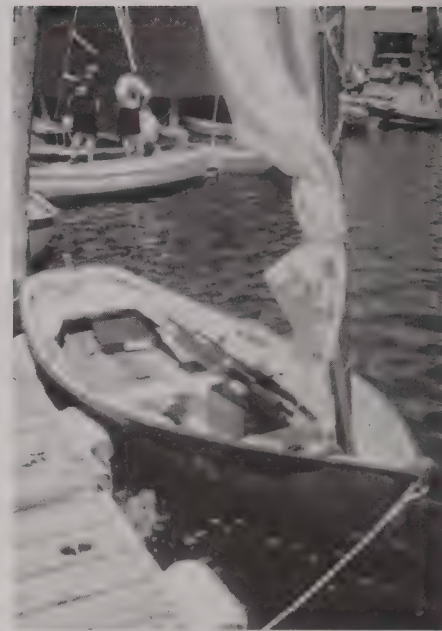
A prototype of a skin kayak that the Seaport plans to offer building courses on soon.

Mark Reveaux arrives in his eskimo umiak, with a temporary skin of blue poly tarp. In this closeup of the wrap job we see he did a good job, it wasn't leaking on arrival from the launching dock across the river.





Rowboat towing a sailboat? No, it's all one boat, John Davies and Lloyd Trefethen of Lexington, Massachusetts debuted their "Twin Foils" proa concept. Essentially the two boats, once clear of the docking area, sail off as parallel hulls held together by akas of line, so arranged as to eliminate heeling moment and permit adjustable beam. We'll have more on this in an upcoming issue.



The purple Culler skiff presented to the Seaport a number of years ago bears the name *George Kelley*. Sadly, George, long a regular at this event and a stalwart Culler friend, died a week before this year's gathering.



Russell Smith coxes the *General Lafayette* for a crew of workshop participants.

Small Craft Curator Peter Vermilya again organized the annual gathering. Peter, who has been at Mystic for many years, told me he came there originally wanting to build boats, but now finds his rewards in preserving and sharing knowledge of, and experiences with, traditional small craft with the interested public.



Dogs At The Boathouse - Part II

By Sharon Brown

The 1991 Boathouse-sponsored summer racing series included the now famous Saturday when 11 boats competed and Bob Nickerson cleaned up. Bob did his homework and scoped out The Boathouse to satisfy himself that no serious competitors lurked. He showed up in the Beetle Cat *Kukla*, rented from Ram Island Yacht Club sailor, Bill Ames, with a mystery crew member, Chester his daughter's black Labrador, and a "special" sail. A Beetle Cat champion sailor as a youth in Narragansett Bay, sailing out of Edgewood Yacht Club, Bob easily took first place that day, winning all but one of the races. The "special sail" turned out to be an ancient, but well-cared for Egyptian cotton classic and what we thought was a lot of swearing was only Bob instructing his crew to "Sit Chester, Sit!"

Other dogs have since joined the series, including a Beagle, Charlie, and a cross-breed, Commodore. On the downwind leg of the race Commodore is urged forward on the deck to reduce drag; her quizzical look suggests she is anticipating the gybe at the leeward mark. And at a the last New England Beetle Cat Boat Association meeting in Wareham, Massachusetts, discussion concerning the required minimum legal number of people in a boat to compete in the Telesmanick Championship (two), revealed the fact that since the rules stipulate, "skipper and crew," and no definition is given, some yacht clubs sidestep the issue for club races and allow crew to include people or dogs.

Mike Loomam of East Haddam, Connecticut owns a Old Town White Cap that joined the Boathouse Tuesday night race course this past summer in the Portsmouth Handicap Class. He and his wife sail with a German Shepherd, Magic, and Mike refers to the White Cap as "Magic's boat." It seems Magic prefers the motion of the White Cap's hull to that of their Friendship Sloop.

At the annual Mystic River Beetle Cat Association mid-winter potluck at Mystic Seaport February 23, 1999, Chuck Stevens' after dinner slide presentation included so many shots of canine participants, that Jim Friedlander was prompted to exclaim, "Big year for dogs!" And Shelley Woods countered, "They make good crew and they can't yell back."

Another Beetle Cat sailor, Jim McGuire offered a challenge, "This season I'm bringing our cat Harry and see how long Charlie stays in the boat." Perhaps all these dogs are an unconscious reaction to the frequent references to catboats. Boathouse volunteer and wooden boat veteran Jack Vibber, a competitor in The Boathouse Racing Series since its inception, now sails a Beetle Cat called *Nine Lives* which he resurrected from a number of spent hulls. Each season he makes prizes for participants and as we watched Chuck's slides, an arrangement of his models sat on the table, six half-models made from pre-war Beetle parts mounted against glass, a small fleet sailing around one of his large, magnificent Beetle Cat wind vanes. Dogs and cats at The Boathouse, and on the race course the crew dogs no doubt catch sight of the carved cat which is part of *Nine Lives'* stern-mounted name board.



John McLaughlin and mate, 15-year old Yorkshire Terrier, Tiger aboard their new Woods Hole Spritsail boat, *Roberta*. Sandy Ford, The Boathouse Woods Hole Spritsail boat, is to the left and this marks the first time in memory that two boats of this type have sailed together on the Mystic River (Sharon Brown Photograph).

Shaman a six-year old black Labrador Retriever celebrates his birthday October 11. Named for an Indian medicine man, the dog grew up locally, on Ram Island and Wamphassuc Point. His companion as a young pup was a black lamb, and his island home precluded his contentment in small boats. Initiated by his young owner Benjamin Rudd Ragsdale in a rowboat, Ben now likes to get Shaman forward to aid the trim of his Whaler and achieve a plane quickly. A junior volunteer at Mystic Seaport in the Community Sailing Program, the Joseph Conrad Program, and The Boathouse, Ben and Shaman patrol the river together and their experiences are often incorporated in a column Ben writes for the local weekly, *The Mystic River Press*. As we have since deduced, the Shaman who so competently fulfills the navigator position in the Whaler is the same Labrador who once frightened the daylights out of Commodore and her boat mates when we anchored at Ram Island

in a low freeboard Brockway garvey for a picnic lunch. Ben quietly offers in explanation, "Shaman was guarding his home."

From the Boathouse floats, the passing river parade includes an interesting mix of canine boaters including figurehead dogs roaring by on powerboats, seated dogs in canoes and those rowed in inflatables, or walking the decks of large cruisers. Last June at the end of the John Gardner Small Craft Workshop Sunday morning down river row, we rounded Lighthouse Point in time to watch the Corgi, Rosebud, arrive with her owner Charlene Douglas by float plane. Picked up by ship's boat, Rosebud was taken alongside the schooner *Alabama*, tied up at the Cruising Club dock, and handed up to a crew member with the luggage.

Later, Charlene advised us of an amusing incident that involved the original Vineyard Haven Black Dog. Lying obediently on Scotts' dock at Lighthouse Point, he was

Janis Mink walks her Jack Russell Terriers, Sweetie, Blue and Patch, by the Australia beach. Even these high energy canine crews can easily weather a half-hour rowboat rental at The Boathouse (Sharon Brown Photograph).





Despite the fashion statement cap, Fred Smith prefers the company of a cat when he cruises with his wife Vicki (Sharon Brown Photograph).

German Shepherd Magic, sails aboard the Old Town White Cap with the Loorams of East Haddam, Connecticut (Sharon Brown Photograph).



An oarsman and his canine crew in a new Phil Bolger designed Gloucester Light Gull swing by The Boathouse for a chat on a summer afternoon (Sharon Brown Photograph).



Head barely visible above the coaming of Beetle Cat *Late For Supper*, Charlie the Beagle crewing for his master Jim Friedlander checks out the action during the Tuesday night Boathouse Racing Series (Sharon Brown Photograph).

picked up by efficient Seaport Security and reported to his Martha's Vineyard home address while his oblivious owners were below decks enjoying their Seaport visit. Captain George Moffett's black Labrador, Argus would surely commiserate as he spends time tethered in the same location, because dogs are not permitted aboard the Museum's classic schooner, *Brilliant*. Ironically, Boathouse volunteer, Fred Smith, who recently modeled for a magazine photo shoot rowing the livery fleet while wearing a Black Dog baseball cap prefers the company of a cat when he and his wife Vicki cruise in their sailboat.

Despite the swim stroke that carries their name, not all dogs enjoy the water. No matter how many times I led Lady, the red-tailed Fox Hound, to the river's edge she planted all four feet against it's entry. And I met Mystic Seaport life member Dick Smith of Poughkeepsie, New York, when rowing his Boxer, Baron, from trawler to shore. Years of cruising New England waters on their boat *Sea Beagle* did not dispose him favorably to water; Baron did not swim, nor care to indulge any closer than his gunkholing dinghy forays.

At the Snow Row March 6 in Hull, Massachusetts, The Jordans—Greg, Kathy, Drew and Abigail—of Braintree introduced me to their 11-week old Airedale Terrier, Garvey. The Jordans have a Rob Barker built Swampscott Dory, which the whole family uses for day trips and overnights. They are "introducing" Garvey to boats now so that she may join them at The Boathouse for the June 5-6 John Gardner Small Craft Workshop.

For most of my life I have owned a dog or shared accommodations with one. Victor initiated me in the ways of a good dog, Sable crewed most of my early small craft voyages, Pudding preferred retrieving golf balls from water hazards but tolerated Gulf Island trips, and Tiger, shared a Woods Hole Spritsail boat in the last summer of his life. And while I was working with John Gardner, he owned only one pet, his Manx cat, Flash, but he had dogs as a child, and enjoyed family dogs before heading off to New York and Columbia University. He always had a pat and good word for Kelsea in the Boat Shop and he tossed lamb joint bones to a neighborhood dog at the back porch. And according to his daughter Jean, John's plans to mix family and boats in Saugus, Massachusetts were thwarted only by Skippy's penchant for car sickness revealed on their inaugural lake trip in the pram John built for them.

As John Gardner wrote, "There is no such thing as a rowboat for all seasons," and fortunately the same holds true for dogs. We are richer for the variety in each. Luckily family, dogs, and small boats go together, and dogs are still welcome at Mystic Seaport's Boathouse where a variety of classic small craft await your enjoyment.



Kathy Weinberger concentrates on sail trim of the Beetle Cat *Late For Supper*, while Charlie's attention is drawn aft. He is complimented and praised, "Good Boy!," after crossing the finish line or enduring the leeward mark gybe (Sharon Brown Photograph).

Sailing the Beetle Cat *Nine Lives*, Roz and Jaxon Vibber share the cockpit with Commodore. A plucky little sailor, Commodore has logged time aboard various small craft. (Sharon Brown Photograph).



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Boat Talk

By Bob Hicks

Boat talk, something all of us do a lot, more even than boat build or boat sail/row/paddle. Talking about boats is the thread that connects so many of us in our shared enthusiasm. This magazine is a form of boat talk via the printed word. So, Dick Newick's idea for a symposium on boat design came naturally to its official title, "Boat Talk, Spend a Day with Nautical Design Innovators". It took place June 12th at the University of New Hampshire in Durham, scheduled as a UNH Continuing Education Course.

Who were these "nautical design innovators"? Dick had persuaded seven others to join him. From the course pamphlet we learn that they were:

Olin Stephens, dean of world yacht designers, responsible for several America's Cup winners and a treasury of nautical knowledge.

Steve Clark, head of Vanguard Sailboats, one of the world's largest manufacturers of small sailboats, and leader of the *Cogito* team that won, and still holds, the Little America's Cup.

Richard Newick, who has spent 40 years rediscovering what the old Pacific Islanders knew about offshore passage making in simple craft.

Ted Van Dusen, owner of Composite Engineering, carbon fiber specialist and decked canoe sailor who had 23 of his carbon fiber racing shells in the last Olympics, many of them medal winners.

Doug Martin, designer/craftsman at East/West Custom Boats/Alden Ocean Shells, experienced in oars, paddles, hulls, hang gliders, ice skating sails and traditional small craft.

Keith Burgess, nautical designer who has done work for a number of renowned boat building companies, specializing in composite construction today.

Phil Bolger, designer of over 600 small craft, writer of numerous books and magazine articles on boat designs, and his wife and partner, Suzanne Altenberger.

With this "faculty", Boat Talk attracted about 50 "students", some professional small builders, most enthusiastic amateurs, happy to pay the \$60 fee for the day. They were not disappointed and the six hours of concentrated brainstorming over a wide range of boat design subjects, with give and take between panelists and audience, passed swiftly.

Dick had enlisted Walter Schulz of Shannon Boats, builder of cruising sailboats, as moderator. Walter opened proceedings by announcing that Dick's choice of him was based on his perceived reputation as something of a junkyard dog. This implied that assertiveness might be needed to rein in overexuberant exchanges of opinion amongst the diverse panelists, but such was not the case. Courtesy and consideration prevailed, and Walter himself contributed pertinent opinions as a serious builder.

Walter's most trenchant remark about the nature of selling cruising boats today was his comment on how he allocates his time at the boat shows. "I find out what sort of automobile the prospect is driving. Those who respond with "BMW", "Mercedes", or similar, I invite to sit right down."

The essence of the day's discussion was that boat design is driven by the market. The market is not created by the designers or the builders, but by the consumer marketing people and their ad agencies, creating what they feel the American public wants in a boat.

The designers and builders are stuck with this, and so what they have to come up with is not what they might wish to offer. Essentially good boats are not what the market wants. Complexity and gadgetry, homelike conveniences, rule and no good entry level boats are to be found to encourage those new to boating to move up to more good boats.

Steve Clark made a significant point early on when he remarked that there have been precious few new developments in boat design that have seized the public's attention and gone on to enjoy good sales. He listed the Sunfish, the Hobie Cat, windsurfers, sea kayaks and jetskis. The latter, he pointed out, have some superb characteristics, maneuverability, unsinkability, closeness to the water, that have endeared them to a growing list of waterborne officials. That they have been embraced by the exhibitionists amongst us with the resultant high level of hostility generated amongst conventional boaters is an unhappy aspect of the design's versatility.

At 92, Olin Stephens has spanned the times from classic wooden yachts to today's mass (sort of) produced fiberglass designs. When asked what he thought of today's designs he replied, "I'm sorry to say it, but not much." Olin has had to deal with rating rules for yachts throughout his long career, and the impact of these efforts to control racing competitiveness still affects the designs of today, not often resulting in good boats for everyman. Olin wistfully remarked that he still feels that "wood is so nice".

Innovation just doesn't make it in the market driven boat business. Steve Clark, who builds boats like the Sunfish, Laser, and such, said that he builds what sells. An earlier effort to build and sell a lovely cold molded Delaware Ducker resulted in few sales and ultimate business failure for Steve. He pointed out

how Gary Hoyt, who offered a number of really innovative designs intended to make it easier for the public to get into sailing, to get past the barriers conventional sailing techniques throw up, never went anywhere. His innovative Freedom design got a foothold, but soon adopted more conventional rigging set-ups when he no longer owned it.

Once discussion got a way from the market aspect, some views were offered on innovative concepts. Forward facing rowing applied to recreational shells like Doug Matrin's Alden Star; wing sails such as Steve Clark used on his *Cogito* catamaran to win the Little Americas' Cup from Australia; hydrofoils; freestanding rigs. Dick Newick drew chuckles when he commented that he didn't expect to see many hydrofoils on his Maine coast what with all the lobster pots lying in wait.

The most exhaustive discussion of innovative design came, not surprisingly, from Phil Bolger and Suzanne Altenberger. With Phil's discomfort with extemporaneous discussion ("I like to have time to properly organize my thinking") it was Suzanne who did most of the talking, she has no problem with that. Her presentation on the blackboard of how their concept of the Chinese Gaff rig worked was very effective. The Bolger team pressed all day their views that simplifying design encourages building. That their simplified, and often not aesthetically pleasing to conventional views designs, are unlikely to attract potential builders to produce them in large numbers was moot.

At one point the panelists were asked to tell us all what each would own for their very own boat given any choice.

Olin Stephens allowed that in view of his age and location of his home a Sunfish would be best for him.

Keith Burgess opted for a Polynesian multihull. He's got one under construction of his own (with Dick Newick's inputs) planned for a crab claw sail rig.

Both Steve Clark and Ted Van Dusen chose the International 10 square meter sailing canoe, Steve additionally expressing his own interest in the Freedom concept for a larger sailing yacht.

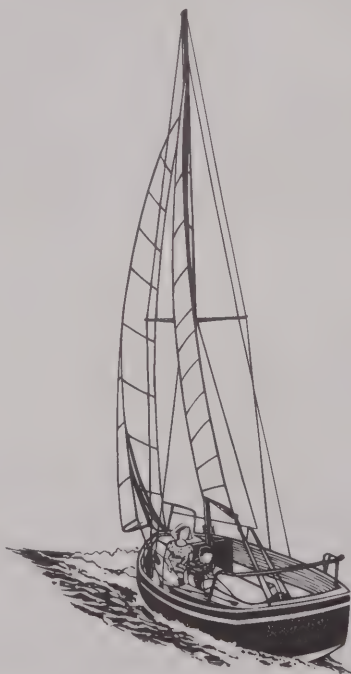
Doug Martin would like to have a boat weighing no more than 60lbs that a family of four could take out of a bag and go sailing. Perhaps he'll design one.

Phil and Suzanne opted for a trailerable, shallow draft 25' schooner rigged design, with water ballast if any was deemed desirable.

Dick Newick would like to have three boats, all the same, his own 23' Tremolino trimaran design. One would be at his home in Kittery Point, Maine. A second would be somewhere on San Francisco Bay. The third he would keep on the Gulf of California.

Other ideas were brought forth involving how to better design boats for more efficient building with today's technology. But a key issue, again raised by Steve Clark, was that design will be affected long term by the increasing difficulty of gaining access to the water, the high costs of parking a boat in a marina, the lack of more mooring space, the closure of many public shores to small boat launchings.

At 5pm moderator Walter called a halt, it had been an engrossing day of boat talk, thanks to these innovative thinkers who agreed to participate, and to the enthusiastic audience participating.



In looking over Fox's diary the other day, I ran across some amusing entries he made during the gale of Tuesday, November 16th, with the description of which we concluded the last chapter. These fragments give a pretty good idea of what was happening aboard *Typhoon*, and at the risk of shattering the dignity the skipper, I am putting them down in the interests of veracity.

Tuesday, November 16th, 6 AM: Lacking of main gaff carried away. Blowing hard. Charles, at wheel, calls me.

6:10: Wind backs to E NE, blowing harder. Half lower mainsail to keep steerage way and hoist jib. Blowing and raining like Old Nick. Jim came up to lend me a hand and went below to get dry and warm when we had half lowered mainsail. W.W.N. just woke up as Jim was casually dressing. He heard the wind whistling and mainsail flapping and got wild (we all do when hungry). He chewed Jim up and then rushed up forward to me and banged me on the nose with his elbow. Good job I was there, as he might have gone overboard (motion of ship pretty bad), but my nose brought him up. I asked him, "Have you hurt your elbow?" He said, "A bit." He thought it was the mast he had hit until I explained afterward. We doused and secured mainsail in crutch.

10:00: Been running under jib only since 6:10. W.W.N. at wheel thinks wind too much for jib and that it may carry away. Heavy sea.

10:30: Jim, Charles and I got out and half hoisted trisail and doused jib. Oil skins no good as every now and then I went under. Usually up to my waist as standing on bobstay and leaning on whisker shrouds. Jim asked me once if I hurt myself as I got banged against bowsprit. I replied, "no, but I must have given myself a hell of a twist," as I noticed that my oil skin trousers were on wrong side around.

Then I told him and Charles the tale about the chap who had a similar experience. They were holding on to the mast and I was out on the bowsprit, so I had to shout the story. Don't know if Jim heard it or not. He laughed at the right time anyway, but this may have been only his politeness. W.W.N. at wheel getting impatient so take my time to hoist trisail. Would like a penny for every time I have answered, "nothing broke, only a wheel come off," to his questions when anything breaks or carries away. That is one of my bad habits, trying to rub people up the wrong way. It is rotten of me as W.W.N. owns the ship and is responsible for irresponsible kids like Jim and me.

"Sheet tackle got adrift as we were hoisting trisail so Charles held on to my feet and I leaned overboard for it. Charles has altered wonderfully since the gale off San Miguel and now is the busiest man on the ship.

"After we finished lashing tender I undressed in cockpit and stood up in rain and bathed with real soap. W.W.N. was amused and said, "well, you intend to go to your Maker clean anyway." Heaviest wind we have had, also sea. W.W.N. at wheel is having a strenuous time. She is a good little ship. Wonderful the way she can stand it. Sincerely hope schooner we passed is O.K.

3:10: Charles relieved me at wheel. Seas worse, which seemed impossible five hours ago. Everything can be worse but still it is not very comforting when you lose 30 bob and a friend tells you it is better than losing 60.

We got knocked down, our masts in the water. I had just taken off my oilies and was

The Track of the Typhoon

By William Washburn Nutting



Chapter XIV The Knockdown

standing at the end of the table when BANG, and over to port we went. I grabbed the table and Dillaway's bunk. He just managed to stay in it. Jim dropped from his bunk on to W.W.N. who was lying on the port seat. Jim had an amazed expression on his face as he cleared ditty box on dresser. I wanted to laugh. Hadn't time to get frightened before she came up. I suddenly thought of Charles, looked through the port, and was relieved to see him sitting at wheel with a very worried expression on his face.

There was the cockpit full of water and our empty water kegs floating about with the last of our salt beef. Charles looked exactly like Robinson Crusoe on his raft just leaving the wreck. He looked so funny that I laughed like hell, which made W.W.N. wild as he had just discovered his pajamas all covered with fuel oil. Then we had a heated argument, the skipper and I (raised voices but could not wave our arms as we had to hold on to either end of the table), about boats' sterns. I believe in a double ender and the skipper in a broad stern. She is a wonderful boat, but I think she'd be more wonderful if she had a stern like a Scotch fishing nabbie."

After the knockdown I took the wheel at about dusk. Things looked pretty bad and I considered rigging up the sea anchor, but finally decided to take a chance with the trisail rather than experiment with something untried. In order to make the steering easier and to check her speed as she shot down the seas, we trailed two long lines over the stern, which had a decided steadying effect, checking us just at the right time and easing that wobbly, uncertain feeling that you always have when running before a heavy sea. The wind was so strong that we were unable to keep the binnacle lamp lighted, and we rigged up the riding light instead.

At 9:30 the wind died rapidly, followed by a succession of squalls from several directions, and consequently we were all able to get a bit of sleep during the night, which was providential, as the worst was yet to come.

When I went on deck at 3:00 AM, Wednesday, November 17th, the wind had hauled around nearly to SW and it was again

blowing hard and raining. It was Dillaway's trick and, before taking the wheel, I got Fox up and we lowered the trisail and shifted it to the starboard side. There were several wicked rain squalls during the four hours I was at the wheel but, not expecting another gale, I hauled in one of the lines which were still trailing astern.

At 7:00 Jim relieved me at the wheel, turning it over to Fox at 9:00 and taking it again from 11:00 until 1:00. During these six hours the wind strengthened, and by 1:00, when I went on again, we could see that we were in for something even worse than the northeaster of the day before. A new and bigger sea had made up over the remains of the old one, causing a confused condition that was worse than anything we had yet encountered. The wind, unlike the steady blow of Tuesday, came in a succession of hard punches, howling and cold and carrying with it the tops of seas that stung like bird shot. The effect was that of a driving blizzard, and the hills and valleys of water were gray and streaked with the foam of broken crests.

Bending a heavy iron pail to the end of our second line, we put this over the stern again. This checked us a bit and helped the steering, but it was only a temporary help. As the wind increased, it was clear that we could not carry the trisail much longer without losing it. I shouted to the boys below to break out the sea anchor and the storm jib, which I thought we might need as a trisail on the mizzen to hold her head into it. While I steered, Jim and Fox rigged up a bridle and lashed shears in the mouth of the bag, which Charles kept from going overboard by the weight of his body. The 3/4" line to be used with the sea anchor was already rove through the hose on the end of the bowsprit and the two parts of it had been led aft, one outside and one inside, and lashed to the shrouds to act as a lifeline.

When these lashings had been cut and a pig of ballast had been made fast to one of the arms of the sea anchor, all that was necessary was to watch our chance, luff up into the wind, lower the trisail, throw the bag overboard, pay out gradually from the coil in the cockpit with a couple of turns about a quarter bitt, and then trust to luck. If we found that the sea anchor was unable to hold her head into it, then we planned to rig the storm jib to the mizzen and flatten it hard down to act as a weather vane. I don't think it would have stayed there long, but we meant to try it, anyhow.

After carefully rehearsing our parts, Jim and Fox were instructed to go forward, put lifelines about their waists and lower the trisail as I luffed her into the wind. Fox had already reached the mainmast and Jim had jumped out of the cockpit into the lee waterway when a big sea came over the port quarter, going completely over me at the wheel, taking my sou'wester with it, and burying Fox, who clutched the mast with his arms and legs, up to his shoulders. Jim had caught the mizzen rigging and, shouting down to me through the racket, "that was a hell of a big one, Skipper," he started forward again, clawing his way along the hand rail.

It was just at this moment that the big crash came. Possibly we broached-to, I can't say, and it doesn't really matter, for the big, unstable brute that came down on us would have swamped us no matter what position we had been in. Clutching the wheel, I crouched in the lee corner of the cockpit. I remember

going down under tons of solid water, with a last impression of Dillaway's face framed in the porthole as he pumped out the oily bilge water to form a "slick." There was no sense of direction or time, only a terrible helplessness and a feeling that possibly at last the cruise was over. It is hard to convey any appreciation of the power of such a sea, of the absolute insignificance of any human effort to withstand it.

Choking and somewhat surprised that everything was not over, I came up and, as the masts lifted themselves out of the water, I looked instinctively to loo'ard, sensing what must have happened. There, 75 feet or so from the ship, was Jim's close-cropped head bobbing in an acre of froth, his sou'wester hanging from its cord about his neck, and the air still puffing out the yellow oilskin above his shoulders.

At a time like that you don't think consecutively. Your thoughts come in flashes like pictures on a movie screen. Jim was gone, but we could not leave him. I remembered the request as we left the dock at Baddeck that I look out for him, for he was all his father had left after the influenza epidemic. I remembered the near tragedy at Drum Head in 1913 and jumped to the waterway to go after him, but with my heavy sea boots and strapped into a long oilskin coat over a number of thicknesses of clothing, I could not have stayed afloat, and there was no time to take things off.

Then I thought of the lines astern and yelled and waved to Jim, who evidently got the idea at the same time, for between the crests I could see that he was making for them. There was no possibility of maneuvering the ship in such a sea.

Fox, with the presence of mind of a real sailor man, had doused the trisail. It seems that he, too, had been torn from his hold on the belaying pins and had gone overboard, but had actually regained the ship by way of the mast, which he had caught as it came down on top of him.

We were under bare poles, and as we drifted down past Dorsett, he succeeded in catching one of the lines. But our headway was still too great. Every time he came to the surface he was farther from the ship. I could see that the line he had was not the one with the bucket, and with every second I felt that he must reach the end of it. Finally, turning on his back with the line over his shoulder, he was able to hold fast, sort of planing along with his head out of water, but we could see that he was tiring. If he slipped again one of us would have to go down the line after him, but only as a last resort, for we should all be needed to get him aboard.

Gradually, and with the utmost care so to not break his hold, we hauled in on the line, and as we drew him close under the counter he looked up with a half-choked grin and said, "well, Skipper, here I am." I think it was the most beautiful display of downright courage that I have ever seen, and it would have brought the tears had we had time for any such emotion.

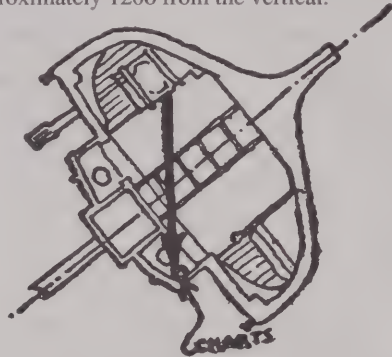
And then we found that the combined strength of the three of us was inadequate to the task of lifting him aboard. Clutching his oilskins, we held on, lifting him far out of the water as the stern rose, only to souse him again with every passing sea. We were choking him, but we dared not loosen our hold. I got the boat hook, caught his oilies with the barb, and

finally succeeded in prying a leg over the gunwale. Grabbing it with both arms, I lay exhausted in the waterway, determined that at least we'd have that leg. The work of the last few hours and the effect of a recent diet, composed largely of fried flour paste, had weakened us, but we got him aboard at last and passed him down to Dillaway, who was still trapped in the cabin. Then we turned our attention to the sea anchor.

Wallowing in the trough, with the seas breaking over us, we threw the bag overboard and waited anxiously for the line to tighten. We felt that possibly it was our last chance. As the strain came on the line, we could see the bag fill just beneath the surface off our starboard beam, but it seemed to have no effect on our position relative to the seas. The line stiffened like an iron rod, still no effect. And just as we were about to rig the storm jib on the mizzen, the rope parted and left us still wallowing in the trough.

But we had been in this position for at least a quarter of an hour and, although we were severely pounded by the seas, nothing had happened. I felt that the deckhouse would stand the drubbing, and if we could keep the water out, there was still a chance. And so we went below and drew the slide.

It was not until then that I realized just what had happened to Typhoon. The companionway steps lay athwart the cabin; the floorboards were up and great chunks of slag ballast lay against the chart case. Everything movable was in an oily mess on the lee side and the place looked a total wreck. We had been knocked down, there was no doubt about that, but it was not until we found a stove lid in Dillaway's bunk and discovered ashes from the bottom of the stove and the remains of food that had been in the sink sticking to the trunk above the charts on the starboard side, that we realized that we had actually gone down approximately 1200 from the vertical.



In reading over the log, I find several paragraphs written the following day by the members of the crew, giving their impressions of the knockdown. Here they are:

Dorsett's Story

"When Typhoon went under, I was on my way forward to help Uf lower the trisail. I only had the hand rail to hang on to. I felt myself going, in fact, I thought the old ship had rolled clear over. I tried to grab the mizzen mast as it went by, but missed it, and the next thing I knew I had come to the surface 75 feet astern of Typhoon. The first thing that popped into my head was to make for the ropes I knew we were towing astern. I struck out and managed to grab one of them, but which one I did not know. (One of them had a bucket tied on the end.)

I thought of sliding down to the end and getting a foot in the bucket as the strain was so terrific I nearly lost my hold more than once. The strain eased up, however, when the ship lost headway and I hung on, and after a struggle I was pulled safely aboard by the skipper, Charles, and Uf, a little wet and fagged but otherwise no worse off for the experience. I am certainly glad I didn't slide down to the end of that rope, as it happened to be the one without the bucket. I would like to say right here that I owe my life to the cool-headedness and quick work of my friends. (James H. Dorsett)

Fox's Story

"I was forward clearing the trisail halyard. One wave came aboard up around my shoulders, but I managed to hang on. I had just cleared the halyard when with a roar IT came. I grabbed a belaying pin with each hand and put my legs around the mast, but I was swept overboard. As soon as I lost hold I saw the main mast coming down. I hung on to it and was dragged under with it, and then we came up and I sort of fell on the cabin top. I looked aft and was surprised to see W.W.N. and Charles still there, and realized that they were shouting to Jim, who was overboard. I let go the trisail halyard and gave the trisail a hell of a pull down and it came with a run.

Then I ran aft. Jim had managed to hang on to one of the ropes we were dragging astern, so I lent a hand in hauling him aboard, yelling to him to hang on all the time. Poor Jim! He looked like a small girl who had fallen overboard, with his sou'wester trailing astern of him. I was afraid he would not be able to hang on long enough, for the strain must have been terrific and he was under most of the time and it was hard work for us to haul him along. At last we got him so that we could catch hold of him and the three of us, hauled for what seemed hours on his wrist and oilie.

He gasped once that we were choking him, but personally I preferred to bring him aboard choked than lose the hold I had, so went on pulling. We got him aboard at last. Then we let go the sea anchor, which held about five minutes when the hawser broke, so we lay broadside to the sea all night and slept soundly, as we were all of us almost dead beat. We are all of us bruised and I have broken or sprained a toe. Hope I will never experience a thing like seeing a friend so near death again. (Uffa Fox)

Hookey's Story

"Mr. Nutting was at the wheel and we were called out to rig the sea anchor. It was blowing so hard at the time that the sea was whipped off and blowing the crests like snow. At the time we had the knockdown I was sitting on the sea anchor to keep it from blowing overboard. I looked to windward and saw a very large wave coming and grabbed the mizzen mast with my left arm. I heard the wave hit, being blinded with water. The next thing I saw she was beaten down with her mizzen mast under. I was not surprised to see her knocked down, having experienced somewhat the same thing the day before when I was at the wheel. Then I thought all was up.

When she came up I saw Jim about 50 yards away, and I thought all was up with him. It was lucky we had the ropes astern, one of which he got. I pulled in on both ropes for all I was worth, not knowing which one he had

hold of. It took us about ten minutes to get him to the ship, having as much as we could do to get him aboard having sea boots and oilskins on. I have never been so pleased as when we got Jim aboard safely. I helped put the sea anchor over, which parted, and then we all went down in the cabin leaving her to look after herself. It was a great experience which I would not have missed for the world. (Charles W. Hookey)

Dillaway's Story

"While the sailors were outside preparing to put out the sea anchor, I remained below and took charge of the bilge pump. While standing at the pump and gazing out of the starboard porthole, there was a roar, the port was filled with water pouring in, and the boat was suddenly flat on her starboard side. Because of our earlier experience, I knew instantly that she had been knocked down and stupidly wondered if she was coming up this time. She failed to move for an instant and I had a fleeting feeling of being trapped.

Then she slowly sagged up and I turned to survey the damage. It looked like a wreck, flooring heaved up and mixed with ballast, everything from the port side in a confused mass. I had some thought of starting to clear up, but I could not seem to see any place to begin. I then turned and looked out of the port and saw Mr. Nutting, Charles, and Fox tugging at a rope over the stern and Jim way back in the water. The situation flashed over me and my first thought was, "I wonder if anyone released the trisail." The stairs were on top of the heap, so I jumped on the engine flywheel and tried to open the hatch, but it was stuck tight. Pounding with my fists and head failed to move it. I looked out again.

They were still pulling and Jim was nearer, but it was a hard pull and I realized that another hand was needed. I renewed my attack on the hatch when I heard them shouting, "hold on, Jim." During successive views and frenzied attacks on the hatch, I saw them reach over for Jim, and they seemed unable to get him aboard. A feeling of unutterable despair came over me at the thought of my inability to lend a hand, and I tried a lump of ballast on the slide, but with no result. When I next looked out Jim was in the waterway and I felt as weak as a rag. (Manson Dillaway)

When we went below after the sea anchor had carried away, we were surprised that

the motion was not nearly so bad as we might have expected, considering our position in the trough of the sea. Every now and then there was the crash of a sea, but such things had long since ceased to be a novelty. When a crest flopped down on us the shock actually seemed less severe, probably because we had no way on and consequently yielded to the force of the blow. After a superficial cleaning up of the cabin, we ransacked the food locker and prepared a sketchy meal from the last small can of beef, the last can of vegetables and the few remaining crackers.

There was also a little soup left, and this combination, the items of which we had been holding out for an emergency, was a grateful change from our recent monotonous diet of fried flour and water. A bottle of Domacq cognac from Spain, which I was saving for some sufferer from the constitutional amendment, was broken out and we sang everything we could think of out of sheer joy at having Dorsett back again. As I think back on it now it was a wonderful picture, the dimly lighted cabin, the wreckage, the songs punctuated by the crashing blows from breaking seas, and through it all the constant humming of the steel shrouds sounding through the fabric of the boat like the drone note on a bagpipe.

We lighted the new hurricane-proof riding light we had obtained in England, pulled the slide and tried to lash it to the main boom, but it was blown out immediately by the force of the wind. Again and still again we tried it without success and finally let it go at that for, after all, the chance of being run down in a sea that must have forced the largest liner to heave-to was very slight. Then we all turned in and slept soundly.*

***NOTE:** Our experience in lying safely in the trough during the storm on November 17th opens up an interesting line of speculation on the best method of handling small boats in a heavy sea. If you are running before it, the strength of the wind naturally seems less, and this fact may cause you to carry on longer than you should. The right time to heave-to is a question and just how to heave-to is another. My experience with sea anchors leads me to believe that if the boat's head can be kept into the wind, it is more comfortable and safer to lie to a sea anchor than to heave-to say under a trisail.

Even under a trisail the tendency is to work to windward, whereas lying to a sea anchor the boat gives with the seas and gradu-

ally goes to loo'ard. But if there is any difficulty in keeping the boat's head to the wind, I think the safest move is to do as we did, and allow her to take care of herself. It is surprising how well a boat will come through if left to her own devices. This would be dangerous, of course, with open boats, although dories have been picked up at sea, their bottoms encrusted with sea growth, indicating that they had been adrift for months and still showing no evidence of having taken water aboard.

Capt. Tom Day speaks of having allowed the Detroit to lie broadside to the seas during his trip across the Atlantic in her and, while this practice would be dangerous with a lightly constructed boat without ballast and with light deck structures, it seems to be thoroughly practical with a strong, ballasted craft so designed that the water may be kept out. The discomfort due to the motion seems to be less in this position than it is when heave-to, due to the fact that the boat yields to the breaking seas easily instead of resisting them.

(To Be Continued)



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Ten of the Yachting New Zealand Fun Fellow fleet with builder Steve Walters.

The very last boat to be designed by the late John Spencer of New Zealand had two basic reasons behind its creation. As covered in the last issue, he had already designed and seen the success of the cat-rigged Fiji Magic Schooner, and in 1994 he saw the need for an easy-to-transport, easy-to-rig model yacht for "fun" sailing by anybody.

The Fun Fellow Fleet

By Mark Steele

It was also hoped that the yachting body at that time, the New Zealand Yachting Federation (later to become Yachting New

Zealand) would see the wisdom of purchasing and establishing fleets of these boats for training of youngsters in the skills of sailing. Thus the Fun Fellow was born, a cat-rigged, unstayed, masted boat 2" in excess of a metre in length. The designer then built two prototypes, the appropriately named *Fun* for himself and *Island Spice* for his friend, the writer of this article.

Steve Walters of Auckland had been approached and had indicated interest in producing the boats, and indeed had provided the initial two GRP hulls identical to Spencer's original one metre, one of which, *Half Cut*, was at the time being raced successfully by another Auckland, Geoff Davies. Further Aucklanders, Alan Hayes and the late Ken Black, took over the making of sails and the promotion and marketing of the boat to the abovementioned yachting body respectively, and with eventual acceptance by YNZ, there are now 20 Fun Fellows in use by them.

The Society for the Disabled now also has a growing fleet, and whereas the boat has never been an attractive proposition to privateers, nine to date have found their way into that area. My boat has been sailed extensively and enjoyed over four years, and although the boat was never designed for racing, it was inevitable that Ken Black and I would, over a two-year period, "fun race" ours under a light-hearted, few rules and gentlemanly, good sportsmanship umbrella.

The Fun Fellow has been altered and improved overall from the prototype by Steve Walters, and the hulls and decks are fibreglass and beautifully finished with a range of colour options for the hulls available. They are not a kitset boat, instead it is supplied complete with radio gear and two different sails at NZ\$850. With their short keels, they are ideal for weedy water sailing, and I have recently finished re-decking my own boat and have added a cabin and some detail. Along with my other Spencer boat, the schooner *Fijipsy Jack* mentioned in the earlier article, it is also a constant reminder to me of a great friend. To say that I have just had fun with them would be a great understatement.

Steve Walters' address is 153A Manoka Road, Glenfield, Auckland 1310, Tel 6409 444 4405.



John Spencer (left) and the writer with the prototypes in 1994.



My *Island Spice* on the demonstration sail on Lake Taupo, herding a flock of ducks.

As his converted oyster boat rounded the buoy at the mouth of the York River and headed into Chesapeake Bay, skipper Louis Rubin became alarmed. It was his first cruise in a serious power boat, and he had begun to suspect that buzzing about sheltered water in outboard skiffs and drawing lines to Tangier Island on a chart might not be a sufficient preparation for his present undertaking.

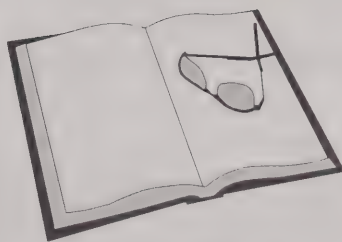
Doubt had begun to nudge him when the wind had freshened and his recently acquired *Bill James*, far offshore in the channel of the 4-mile-wide York River, developed a decided rise and fall as her bow cut into waves. Now, out on the Bay in a beam sea while his wife and two young sons were enjoying the exhilarating ride in the cockpit, Rubin struggled to keep his boat in the trough of the waves as her bow sprayed increasingly formidable seas on the cabin windshield.

With the prospect ahead of 50 frightful miles at the helm, Rubin wondered what had possessed him to believe that an inexperienced sailor could take a 36' boat with an ancient GM 3-71 diesel he knew nothing about on an open-water passage of some 60 miles, as if it would be as simple as driving an automobile along a clearly marked road. What if the weather turned nasty, or the engine conked out, or if, miscalculating leeway, he went aground? Dismayed by his situation, as I imagine all boaters are from time to time. Rubin turned back, explaining to his family that he felt it was getting too rough to cross the Bay. Aware of their disappointment and embarrassed by his timidity, Rubin began to second-guess himself. Fortunately, just then a Coast Guard cutter hove into view flying a red small craft advisory pennant, clear evidence that Rubin's decision to turn back was not simply a failure of nerve.

Small Craft Advisory is the nautical history of Louis D. Rubin, Jr., a family man and college professor besotted with boats, despite what seems to be his more than fair share of troubles with them. In the course of the book, the author describes his misadventures with about ten boats, beginning with a leaky, box-like punt he knocked together as a kid on the shore of the Ashley River in Charleston, South Carolina. None of his five sailboats, which ranged from a 15' daysailer to a 28-1/2' Pearson Triton, turned out to be right for him. Seeing himself as an out-of-shape and a not particularly skillful weekend sailor getting on in years, Rubin reluctantly decided to abandon sailing for the ultimate power boat.

He had previously tried his luck with a Luhrs Sea Skiff, a converted Chesapeake Bay workboat, and a Chris Craft cruiser, all of which were unsatisfactory or had problems. After experiencing the misery of paying wharfage for two inoperable boats simultaneously, and his wife's insistence that he get a new boat, one that works, Rubin had a modest 24' cruiser with a traditional wooden workboat hull built for him by an old-timer on Harkers Island, North Carolina. The construction of this boat, to be named *Algonquin* for a variety of reasons, and the pride Louis Rubin takes in her, is the heart of the book.

Rubin's exemplifications of Murphy's Law can be read as an advisory to inexperienced sailors intent upon buying the boat of their dreams. Frequently, he demonstrates the dream may be esthetically satisfying, but inappropriate. He learned, for example, that his sturdy, British-built 22' Westerly Nomad sloop



Book Review

Small Craft Advisory



A Book About the Building of a Boat

LOUIS D. RUBIN, JR.

The Atlantic Monthly Press:
New York, 1991. \$12.

Reviewed by Jim Lacey
Lacey @ecsuc.ctstateu.edu

did not sail well in the prevalently light airs of the Carolina coast. His '58 Chris Craft may have been a head turner, but her twin V8 200s sucked up a gallon a mile at three-quarters throttle. More than once, Rubin admits, he found himself with a boat he could not comfortably handle. The unspoken advice here is to buy an appropriate boat, one probably a bit smaller and more modest than the dream.

Most of the on-the-water tribulations Rubin describes resulted from buying vintage boats with inboard engines or transmissions that were on their last legs. The lesson would appear to be that such power trains inevitably will cause embarrassment and frustration and require costly, time-consuming, and repeated repairs. A typical example is the *Bill James*, which Rubin wintered at a marina in Southport, North Carolina. As he was docking one December, her transmission gave out.

Since the marina had no diesel mechanic, one was sent for from Wilmington, 25 miles away. After repeated attempts at repair, involving surcharges for time and distance and a cut for the marina, the transmission still did not function properly. Much to Rubin's chagrin,

neither the owner of the marina nor the mechanic seemed to feel any responsibility. After spending almost \$1000 on this charade, Rubin finally found an "ancient and profane waterman" in Southport who showed him a set of shims left loose in the transmission by "that master mechanic they got over there at Wilmington," and who fixed the problem for \$50. Rubin came to regret selling the *Bill James* after only two seasons, realizing she was a fine old classic in desperate need of a new engine.

Rubin has interesting things to say about the symbolic value of owning a sailboat, which has little to do with conspicuous consumption, and about the observation that sailors, by far the most enthusiastic of boat people, actually spend less time out on the water than any other kind of boat owner. He also suggests that sailing itself is an essential, self-sufficient activity while power boating necessarily has some other objective, such as fishing or traveling to a specific destination. I myself have always felt that while any fool can wreck a power boat, it takes some experience and skill to put a sailboat on the rocks.

Toward the end of the book, Rubin calls attention to Ratty's famous pronouncement to Mole in Kenneth Grahame's *The Wind in the Willows*, "Believe me, my young friend, there is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats." For Rubin, Ratty's often overlooked elaboration defines the enchantment of boats: "In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it."

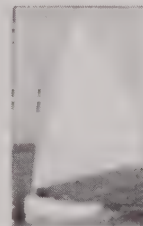
Whether you get away or whether you don't, whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy and you never do anything in particular, and when you've done it there's always something else to do, and you can do it if you'd like but you'd much better not."

Rubin admits to driving some 150 miles to his marina simply to putter around and take a nap on *Algonquin* and who has not on occasion thoroughly enjoyed spending some time on the boat without as much as firing up the engine or raising a sail.

Small Craft Advisory may convince the dubious that buying yet another vintage boat is inevitably a victory of hope over experience. The true believer, however, will discover in Louis Rubin's irrepressible delight in watercraft a confirmation of Ratty's famous pronouncement.

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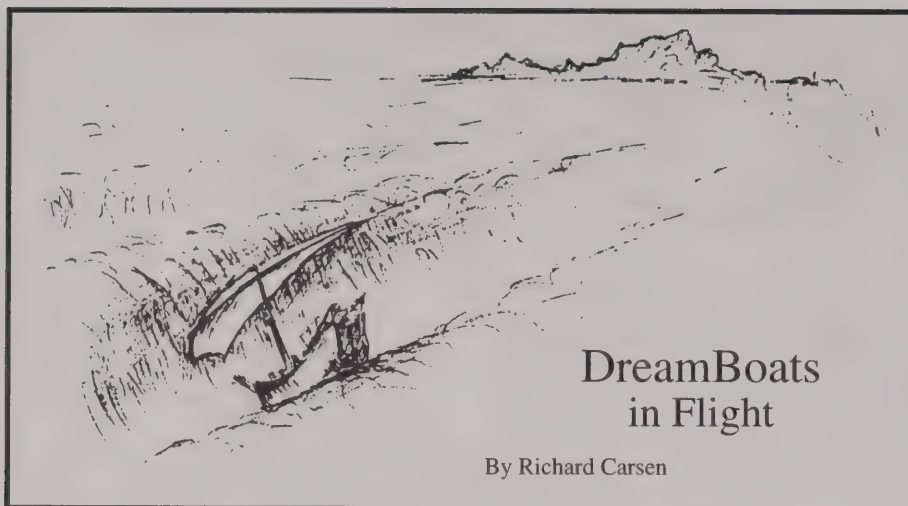


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DreamBoats in Flight

By Richard Carsen

*Oh that I could sing the song
That fills my heart to bursting
With an unearthly joy;
Choking my soul,
Bringing the stinging tears to my eyes:
Emotions, unexpressed, unexpressable.*

*For a moment we are suspended,
The valiant little dhow - and I,
Arrested on top of the mountainous swell.*

*Time ceases to exist.
The wind is stilled,
All motion stopped.*

*Caught at the point of Eternity
Between two moments
In time, space, wind and waves
And the endless sky,
For a split second
We hold our breath.*

*Then the wave passes - sliding under us
We sink - down...down...
She plunges her head
Reaching the bottom of the valley:
A sudden splash,
She shivers
Throwing brilliant drops from her flanks...*

*And she is up again,
Riding down the front of the next wave,
Rushing...rushing...
Down its streaming face,
Till, again
The swell, overtaking, lifts her to its top.*

*On the far horizon
Future, present and past
Slide by.*

*The land ahead
Calling, alluring
Like a woman's hidden smile,
A quick glance of daring.*

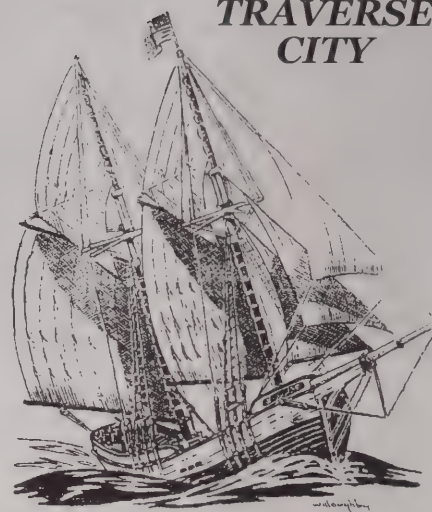
*Then it's already abeam,
Losing its mystery...
Ordinary, every-day*

*Till it slides past astern,
Disappearing,
Slowly,
Into the mists of myth and memory.*

*Oh that I might but sing the song
That fills my heart to bursting,
That brings the stinging tears to my eyes
Choking my soul...
With ecstasy.*

MARITIME HERITAGE ALLIANCE

of
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CITY**



About the Maritime Heritage Alliance

An era gone by, but not forgotten. A time when sailing ships ruled the waters of the Great Lakes, carrying cargo and passengers from Chicago to Detroit, or Toronto to Duluth across the challenging waters of these vast inland seas. A time now being preserved through the efforts of the Maritime Heritage Alliance.

Founded in 1982 by a group of historic boat buffs, the Alliance has expanded every year and now counts among its membership and friends, people from all 50 states and numerous foreign countries. Today, the Maritime Heritage Alliance is recognized for its success in the construction and restoration of wooden vessels, and its efforts to promote the history of maritime activities in these Great Lakes.

Our vessels *Madeline* and *Welcome* are the only tall ships recognized by the State of Michigan for their historical significance. *Madeline* has been officially designated Goodwill Ambassador of Traverse City, and the Great Lakes Region. *Madeline* was proclaimed Official Envoy representing Grand Traverse County throughout the northern Great Lakes.

Exhibits, seminars, and activities designed to instill an appreciation of our maritime heritage are conducted throughout the year. Our popular ongoing small boat restoration project continues to attract volunteers, who may then enjoy sailing these craft on the Bay or at participating MHA events. An extensive and constantly growing library, covering a wide range of marine topics, is housed at the MHA office.

The MHA Office, Maritime Library, Souvenir Gift Shop are at 232 E. Front St., Traverse City, MI 49684, telephone (616) 946-2647. The schooner *Madeline* is dockside at Clinch Park Marina. The restoration site sloop *Welcome* is at the Maritime Academy Pier.



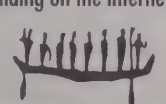
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The Story of the *Madelines* Both Old and New

About Our Fleet

MADELINE



Madeline: Between 1985 and 1990, 165 volunteers spent 40,000 hours to create the schooner *Madeline*, a 92' two-masted replica of an 1840s commercial vessel. She served as the first schoolhouse in the region during the winter of 1850-51, and later carried settlers to Beaver Island. When not on tour at Great Lakes ports, the *Madeline* is berthed at Clinch Marina in downtown Traverse City. MHA volunteers offer evening sails and dockside tours to the public.

GRACIE L.



Gracie L.: Built in 1982 by MHA volunteers, this 20' centerboard craft is a replica of a Mackinaw boat, a sailing vessel utilized in the 1800s for fishing and general transportation. *Gracie L.* participates in events throughout the region.

WELCOME



Welcome: This 55' replica sloop was built for the 1976 Michigan Bicentennial in conjunction with Fort Michilimackinac and Fort Mackinac. The original *Welcome* was built by fur trader John Askin in 1774, the vessel was purchased by the British Navy in 1779 and converted to an armed sloop. *Welcome* is currently undergoing reconstruction by MHA volunteers. Visitors are encouraged to view the work in progress and/or lend a hand in restoring the vessel.

WITCHCRAFT



Witchcraft: After extensive renovation by MHA members, this sleek 33' sloop designed and built by Bill Livingston of Northport, is a work of waterfront art. Constructed of Fox Island white cedar, *Witchcraft* is unquestionably one of the fastest monohull sailboats around.

The last known record of the original *Madeline* places her in Milwaukee in the 1860s, but her final fate is lost to history.

This unique and colorful history was the inspiration for creation of the new *Madeline*. Over a five year period from 1985-1990, hundreds of volunteers labored forty thousand hours to build the beautiful vessel. The Maritime Heritage Alliance is proud of *Madeline*, and along with dockside programs in Traverse City, we sail her to many ports around the lakes acting as an ambassador of the Grand Traverse area while spreading awareness of our fascinating maritime culture.

The original *Madeline* was a two masted topsail schooner built for freight service on the upper Great Lakes. She was built in 1845 in Fairport, Ohio, and regularly sailed between Mackinac Island and the North Shore with a variety of cargoes.

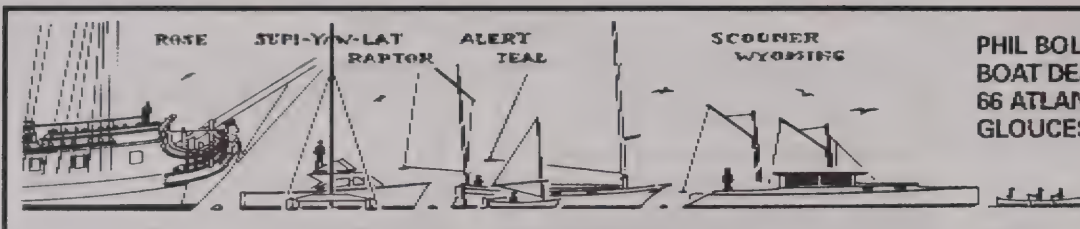
In the winter of 1850-51, the crew sailed the ship to Bowers Harbor, Michigan, a calm inlet about 7 miles north of Traverse City on Old Mission Peninsula. They dropped anchor near shore and allowed the ship to be locked in the ice, a common practice of the era.

The crew had purposely selected this remote location with a singular goal. They had hired a 19 year old man named Stephen Waite to act as schoolmaster, and spent the winter learning to read and write. A classroom was set up in the hold, and free from the allurements of more populated areas, the crew could concentrate on their education.

In effect, *Madeline* became the first non-Indian school in Traverse City. A historical marker on the shore of Bowers Harbor marks the importance of this event, but its overall significance to the Great Lakes region is immeasurable.

Three of that original crew of 1850 were the brothers Fitzgerald, and they went on to become giants of Great Lakes shipping. John Fitzgerald was the great-grandfather of Edmund Fitzgerald, the namesake of the ill fated ore carrier which sank in a storm on Lake Superior in 1975.

Later in her career, *Madeline* ferried troops and settlers to Beaver Island to chase away King Strang and the Mormon community that had established the only kingdom ever to exist in United States territory.



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Marina Cruiser - Part 2

As promised in the last issue, here's Bruce Tyson's letter about his rendering of the little Marina Cruiser. He hasn't sent the promised performance report yet, but the possible range of speed is so small, and possible fuel consumption so negligible by current standards, that we're not impatient. We do look forward to seeing photos of the dipping lug drawing well, with sheet a little started. These ancient sails are efficient!

We're among the few people who've actually designed and sailed several boats rigged with them. One was the biggest one ever made in America (as far as we know); about 950 square feet. That one was a mean handful to smother in a strong wind and needed more thinking about buntlines, but a little one like this is no problem as long as there's either no

short-tacking, or at least one crewman dedicated to the halyard and tack line. Bruce wrote:

"Three or so years ago you gave me a set of plans to the little boat featured in 'The Friends' of the *WoodenBoat* article. You asked me to let you know if it ever got built, so here it is.

She was launched in a creek on the Port Sorell Estuary not 300 meters from where I live, on the 23rd of December, 1998. Since then we have used her frequently, but not as much as we hoped, there seems to be other things to do besides being out on the water. The engine is a 20hp Yanmar diesel which seems to have as much power as you'd need. I can't tell you the speed as yet, but after I've got a speed and spent more time, I'll give you a fuller report. We have actually sailed and as

you said, she will actually go to windward quite nicely.

One of the unexpected things is her directional stability either under engine or sail. The helm can be left for minutes at a time without correction, but once put hard over, she spins on her heel and completes a circle in very little more than a boat length, it seems.

Of course she took longer than she should have to build and as usual, the changes I made from the plans made it more expensive and complicated. I hope they'll be worth it. The original simplicity of certain things has been lost, but so far things have worked out very nicely, and she is a very user-friendly little boat.

Because of our unpredictable weather I decided to give her a solid section to the cock

pit shelter. The removable sunshade I have taken right to the after ends of the cockpit, I'll have that ready for next summer. The steering is hydraulic with a switch in the line so that tiller steering is available at a moment's notice. Remarkably, in view of the amount of timber etc. which went into her, she floated as far as is measurable, exactly on her designed waterline!

I haven't met anyone yet who doesn't like the look of her (or they haven't told me!) and from some angles she looks positively elegant. She certainly doesn't seem like a small boat, either on the mooring, or when one is on her; most people can't believe she is only 21' or so long. The cabin is really very nice. I dropped the floor level here to give my wife full standing headroom. The whole of the inside of the hull is epoxy-saturated and then coated with satin-finished varnish, very cozy but a lot of work. I'll only do it the once!

Once again, thank you for the plans; I hope I've done justice to them. The boat is a proper boat and not a toy (I suppose they're all toys, really).

Bruce Tyson, Port Sorell, Tasmania, 2/19/99

P.S. My beloved Chebacco has gone to my brother in Sydney. I'll sail her when I visit him next."

There's not much to be added to that, except to emphasize that the small and light diesel, which as he notes is as much power as she needs or can use, is critical to the trim and handling of the boat as well as being so unob-



trusive. It's safe to say that her top speed is not more than 6-1/2 knots, and her most economical speed is about 5-1/2. In other words she gets around a little better than most auxiliary sailing cruisers of her size under power. This forward engine location seems to us to be one of the very few reasons for designing a boat with a fixed propeller location (as opposed to outboards and I/O drives) these days.

But it will not work well in a fast-type boat, or with a very heavy engine.

It's once more demonstrated that the dipping lug sail gives the most drive for the minimum of spars and gear, as long as there's little or no tacking. This little one is not much of a handful to tack, for that matter, and it's a great comfort as a serious backup to the most reliable engine.

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Longship Project

Our Winthrop (MA) High School Longship Project is an interdisciplinary educational unit involving boat building and academics, researching and constructing a series of models of Scandinavian vessels, and teaching/reading about life during the period.

Why Scandinavian? *Vikings* is the school team name, reflecting local lore that Norsemen landed in the area. Neither of us are boatbuilders, except for a 15-week course we undertook to learn, with the help of our students, enough to build working vessels. We started with pictures from books and magazines, and were quite deep into the project, when we turned up plans from Norway and Denmark of five recovered historical craft.

We have built a table top model and a 15-footer planked with lauan, which is displayed in the school foyer. Accompanying the model on display are costumes and artifacts all made by the students; woven fabric, metal shields, carved wood utensils.

Students run all aspects of this program, including grant-writing and management of the checkbook. The hope is to create a living museum, including a 40' replica ship. It seems that many other departments of the school, and even town organizations are wanting to become involved with the program.

Sal Bavaro (technology teacher) and George Skane (history teacher), Winthrop HS, Winthrop, MA



Boatshop News...

Building for Their Summer Trip

A group of students at the private Pingree (high) School in Hamilton, Massachusetts, are well along building a fleet of stitch & glue sea kayaks. The completed fleet will then be put to work transporting their builders along the Maine coast on an outing of several weeks during summer vacation.

The shop on the school grounds bears the sign, "Chandler Boat Shop" named after John Chandler, former headmaster, who initiated the boat building program at the school, and who

now is headmaster of a private school in Turkey. On a recent visit home, Chandler made his first stop after arrival at Boston's Logan Airport at the boatshop in Hamilton to see what was happening. He would have seen, in addition to this season's kayak program, an ongoing Banks dory project being built for the Gloucester Museum School in nearby Gloucester, Massachusetts, which was just launched on June 12th.

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Reborn Boats Launched At IYRS

Yacht restoration students recently enjoyed the thrill of seeing their work afloat when the International Yacht Restoration School in Newport, Rhode Island launched several of its most recent restoration projects at the close of the spring semester on May 1st. A crowd gathered as the boats were christened, launched and sailed by proud students, parents and friends. The boats making the splash included:

Happy Clam, a Hinckley bass fishing boat, restored by high school interns and Newport Area Career Training Center students.

Mackenzie, a Beetle Cat originally built between 1921 and 1941 by John Beetle in New Bedford, Massachusetts and restored by first year Apprentices Britte Jessen and Sean Kirk. This boat was renamed after Sean's new baby daughter.

Chartreux, another Beetle Cat restored by first year apprentices Rodney Vessels and Daniel Howarth.

A 17' Boston Whitehall rowing and sailing boat, restored by second year apprentices Tom Head, Irene Hubbard, Phillip Erwin, Keith Dempster and part time students Thomas McAndrews and Heinrich Mueller.

An 11'6" yacht tender of unknown origins by first year apprentice Thomas McAndrews and part time students Sven Olfen and Heinrich Mueller.

Jimi D, a lapstrake rowing skiff, built new as an intersession project by senior apprentices Keith Dempster and Phillip Erwin.

Chartreux



Above: *Happy Clam*. Below: *Whitehall*.



Skiffs & Scows

Seth Persson Boat Builders of Old Saybrook, Connecticut continues to offer a full line of plywood skiffs and scows for recreational and commercial use. These boats provide an economical, rugged, and durable alternative to the mainstream of fiberglass and aluminum craft. Their traditional lines bring a distinctive look to today's waters, while providing a stable and seaworthy ride for the family and crew.

Pictured is our 14' scow, outfitted with an optional steering console. This boat is actively used by its owner for recreational fishing on the lower Connecticut River and Long Island Sound, for which it has proven to be ideally suited.

Construction of these vessels is of top-grade exterior plywood on fir framing and

chines, fastened with stainless steel screws. All hull joints are bedded in 3M 5200 Marine Sealant. The larger boats all incorporate a plywood deck structure into their design, which adds tremendous strength and stiffness to these craft.

Our Persson skiffs and scows are available in lengths of 12', 14', 16', 18', and 20'. The 12' and 14' skiffs are also available in a lightweight configuration. They may be purchased in any stage of completion from bare hull to "turnkey", including outboards, steering, controls, lights, paint, etc. Epoxy-glass taping of chines is available, as are consoles, floorboards, and custom options.

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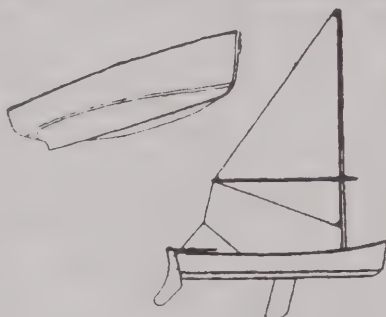
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Putting Some Teeth In Single Handed Sailing

By Garry Osborn

I believe it's called a comb, a toothed device located under the tiller and onto which the tiller can be lowered so as to free the helmsman's hand (his second hand, that is) for a moment so that he can dash for a Coke, blow his nose, or any of a thousand things that come up while you're sailing. I've made a couple of models for my Rhodes 19, and it's an accessory worth having if you do much single-handing.

When I'm alone, and when a halyard needs tweaking or the centerplate needs raising or lowering, the comb holds the tiller so I can leave the helm; not for long, certainly, and not when it's blowing very hard, only when conditions are moderate. It is a very handy device.

I started out using a short, bronze "rack" about 3" long, a straight, gear-like part that was originally intended as a support for a copper downspout. It's a nice little piece of hardware, but I found it too short to serve the purpose, so I began to search for a longer row of teeth. There's a great scrap yard in Stamford where browsing is welcomed and from where, I must admit, I often come away with stuff I didn't know I wanted until I got there, but my searches for a longer rack were not successful.

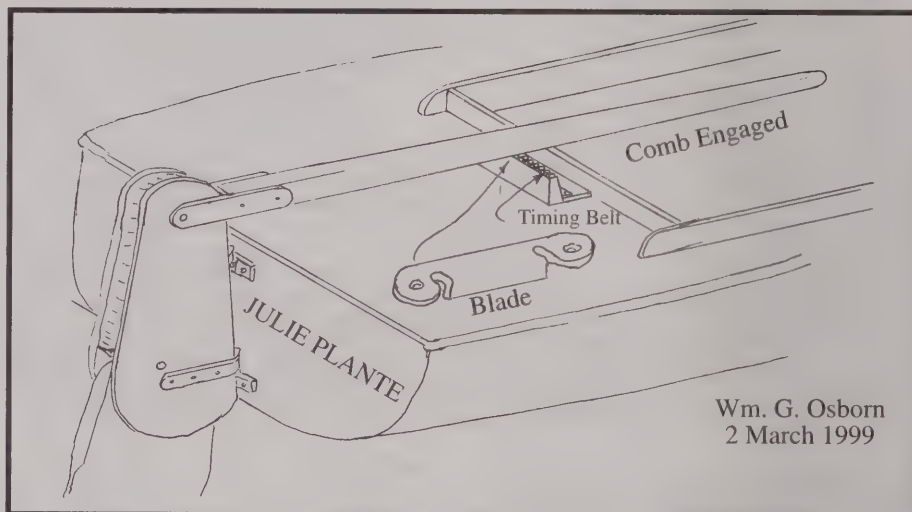
Last summer, as the search went on, I had to have our car repaired and suddenly, there

in the mechanic's trash, I found a half-dozen long, toothed devices, timing belts, perfect for the job and free for the taking. They're made of molded rubber, of course, and they are reinforced with fabric and practically indestructible. The piece I am using has a pitch of 1 cm (.394"), a groove width of 5/32", width of 7/8", and thickness of about .07" in the bottoms of the grooves. Because it's rubber it is silent in use, and apart from its use while sailing, it keeps the tiller still while at anchor and while tied up at the dock. A piece can be cut to length and tacked to a suitably shaped block.

My comb is attached to the coaming at the back of the cockpit, on the rear deck. On the Rhodes, the rear deck extends 30" forward from the transom and it's a perfect place for the comb. For boats that have no rear deck, the problem is not so easily solved, of course. The comb is hinged to the deck and is so proportioned that when it is lying flat the tiller clears, and when it is turned up the tiller must be lifted slightly to pass over it and dropped into one of the grooves. Putting the comb into or out of service can be easily done with one hand, as can subtle adjustments of the tiller in increments of as little as 1 cm.

The blade that engages the comb is fabricated from a piece of 1/8" bronze plate and is shown in the accompanying sketch. It is screwed to the bottom of the tiller. This is not a complicated piece, and it was fashioned with only a hack saw, file, vise, and drill.

If your boat has the right relative positions of rear deck and tiller, a comb can make single-handing more enjoyable.



Wm. G. Osborn
2 March 1999

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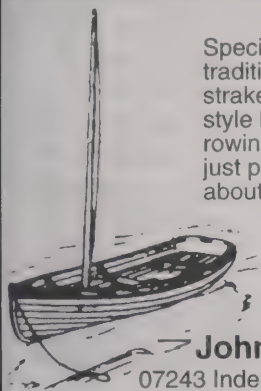
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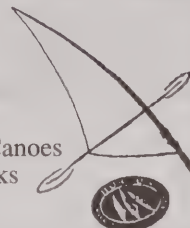
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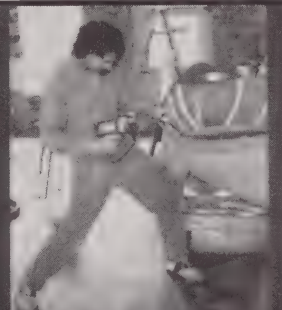
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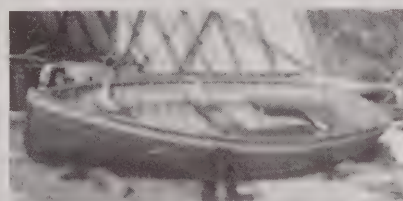
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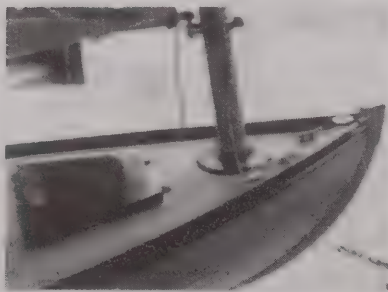
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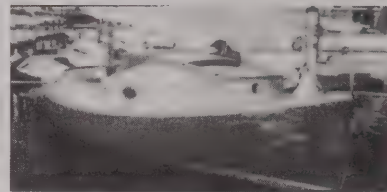
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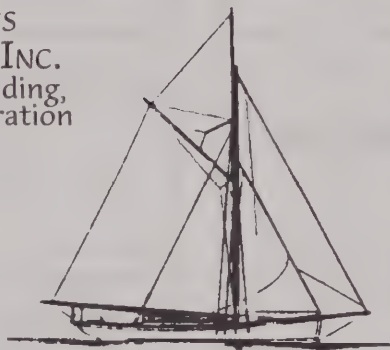
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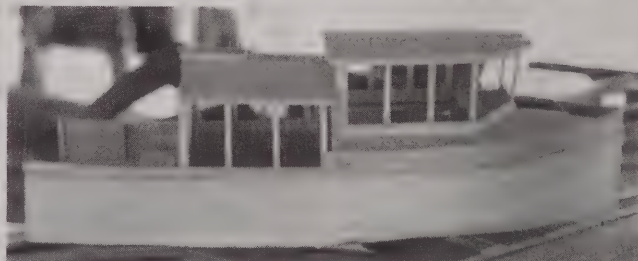


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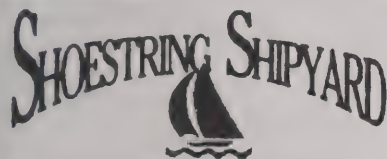
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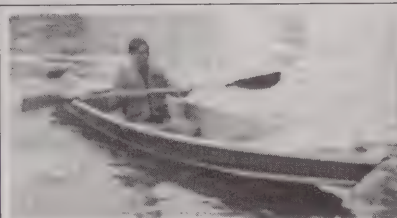


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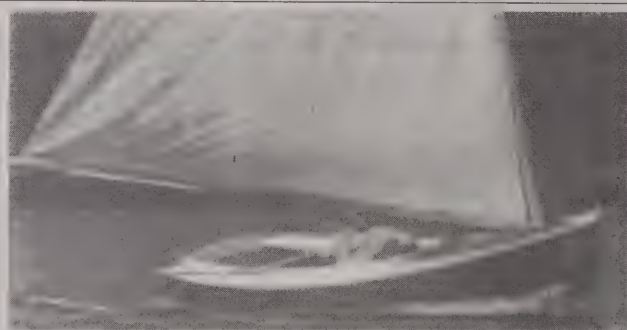
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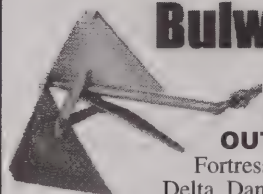
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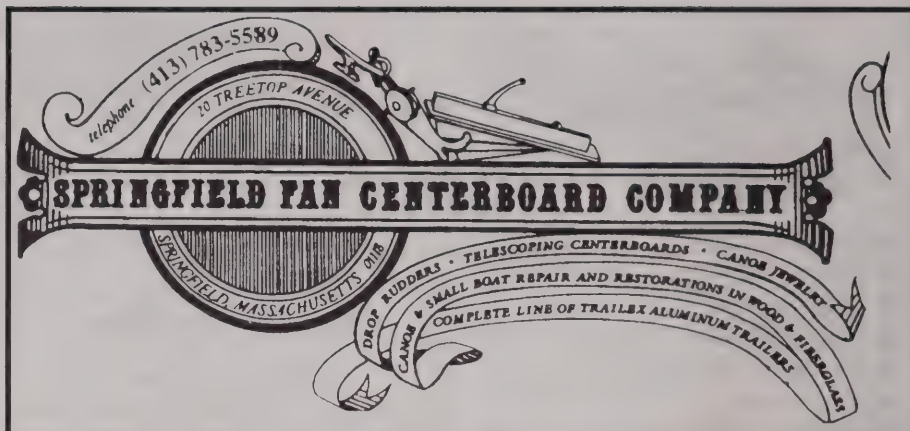
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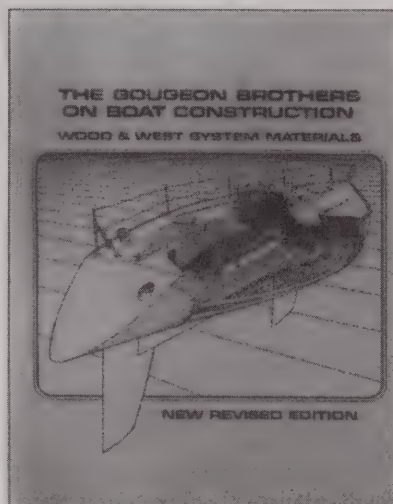
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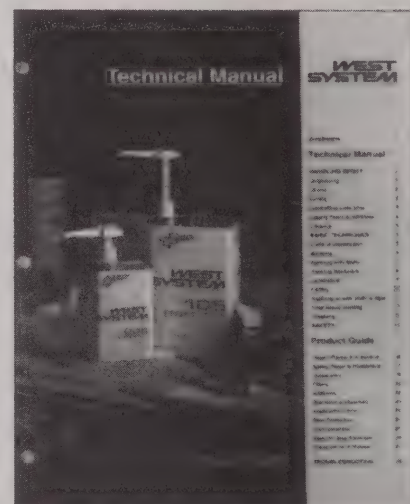
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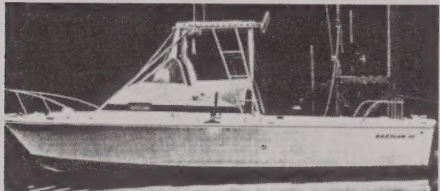
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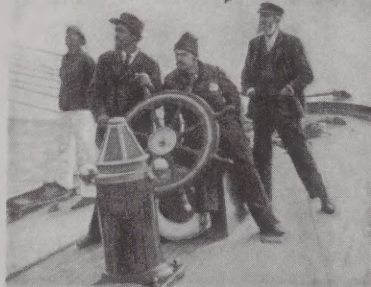
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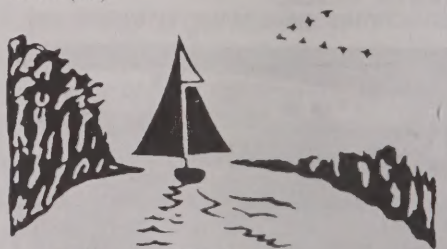


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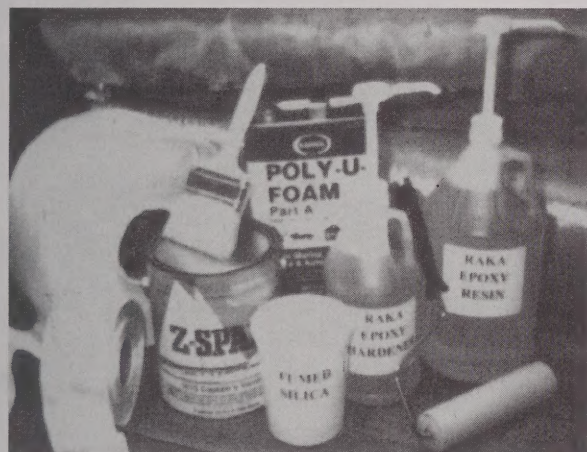
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